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LONDON OFFICH: 131. PLEET STREET. E.C.

MOVERONA, FEBRUARY 11TH, 1908

Now that the final contract for the Tientsin and Yangtsza trunk line has been signed, for the Chinese Government of the one part, and the British and Chinese Corporation and the Deutsch-Asiatische Bank of the other part, and the arrangement ratified by the assent of the British Government, it is being pointed out how effective the "China for the Chinese" agitation threatens to become. In this instance, Chinese diplomacy, inspired by the sentiment of that movement, has succeeded in obtaining terms more favourable to China than any ever before granted by foreign capitalists. The conditions of the preliminary contract arranged nine years ago have been materially altered, altogether against the accepted foreign view of what is desirable and necessary in such a bargain. The loan is for five million sterling, at the rate of interest of five per centum per annum, and is granted for a term of thirty years. Approximately, two-thirds of the money comes from German sources, and the remainder from the British capitalists. This proportion is based, of course, on the lengths of the respective sections of the line to be constructed, the German portion running from Tientsin_via_Techau (on the Grand Canal) and Tsinanfu (the capital of the Shantung province) to the boundary between that province and northern Kiangsu. There it will connect with the British line that is to miles, roughly measured. The issue price

redemption beginning after the first ten years. Three millions sterling have to be issued in the first year and the whole work of construction is to be completed within four years of the date of cutting the first_sod. In teturn for the Imperial Government's guarantee of the loan, with certain provincial revenues as security, China is permitted to retain absolute control of the line, during construction and after, subject only to the appointment of Huropean chief engineers, whom, bowever, the Chinese Government must appoint and to the appointment by the German and British financiers of their own auditors to keep an eye on the books in the interests of the bond-holders. The rights of the concessionnaires obtained nine years ago were not, of course, surrendered for nothing, the syndicate accepting a sum (not published) as compensation. The loan is open to both European and Chinese subscribers, but all applications of the latter, received before the issue of the prospectus, are promised preference. We fear this triumph of Uninese diplomacy will encourage and support stronger railway concessi in, so much under debate-

The English Mail of the 11th January was delivered in London on the 8th inst.

One morning last month, for the first time in a great-number of years, the Thames was frozen over between Waterloo and Blackfriars Bridges,

Last week was happily blank of plague cases. but there were 46 cases of smallpox, of which 29 and d fatally. One European case came in from outside.

The Admiralty order we published the other day refers particularly to Hongkong and Singapore where the "examination service" will be put in force during any future " strained relations."

The council of the Royal United Service Institution has selected as the subject for the Neval Gold Medal Essay, 1908, "The Command of the Sea: What is it?" The Admiralty have given permission for officers t write on this subject.

Before Mr. F. A. Hazeland at the Migistracy yesterday the master of a junk, who was detained by Inspector Dymond at Aberde n for carrying a Mauser rifls and 50 rounds of ammunition without a permit, was fined \$15, the alternative being three months' imprisonment.

Published statistics show an alarming increase of crime in Lisbon, the record for last year being 75 per cent. above that for 1906. Graver still, 159 charges were made against the police of complicity in criminal offences. All the leading journals comment on this on January

an inquiry by the Jap mese Charge d'Affaires that the appointment of Mr. Takahira, a present Japanese Ambassador in Rome, succeed Viscount Aoki as Ambassador in Washington would be received with pleasure in | California affair, said Captain Hobson, America the United States.

The U.S. Sen to passed a joint resolution with the House of Representatives providing for the remission of more than half of the indemnity to be paid to the United States on account of the Boxer rebellion, the amount being reduced from \$24,4:0,000 (£4.888,000) to \$11,655,000 (2,331,0.00).

The return of visitors to the City Hell Library. and Museum for the work ending the 9th Februa ary, 1908 shows that of non-Chinese there were 301 to the Library and 234 to the Museum, and of Chinese 103 to the former and 14,070 to the latter. The Library was therefore used by .. 4.4-persons and the Museum by 14,394.

"The "Matin" states that President Roosevel referring to the Japanese immigration question, remarked to a member of the Diplomatic Corps at Washington: "Everything will be settled in the most satisfactory manner. The last note we received from Japan was in the most conciliatory terms, and there is not the slightest prospect of the United States and Japan being involved in conflict.

Wilhelm Busch, the well-known poet, died at Mechtshausen, near Seesen, on January 9th. His humorous drawings and poems gained for Busch a world-wide reputation. He was born on the 15th of April, 1832, at Wiedensahl, in the province of Hanever, and studied first at the Polytechnic in Hanover, and afterwards at the academies in Düsseldorf, Antwerp, and Munich. His first aketches appeared in the Fliegende Blietter. Busch's "Münchener Bilderbogen" became famous, and he established his place in public favour by a series of amusing skelches.

to which he also supplied humorous thymes. When Parliament meets again, the movement, which has recently received a new impulse, in favour of raising the status of the Board of Trade will find an immediate and practical manifestation. We understand that in the event of the King's Speech indicating no intention on the part of his Majesty's Government to put the Board of Trade on a level with those Japanese military invention stood almost still ether Departments which are presided over, by a for three hundred years, and the methods of Secretary of State, an amendment to the Address fortification taught in the middle of calling attention to the question will be moved Eighteenth Century did not differ greatly from from the Ministerial benches. The amendment those of the Fourteenth. With the advent of politician, and, like so many great business men, will be brought forward by Sir William Holland, the Nineteenth Century a change arrived. be laid to Pukou, opposite Nanking on the M.P., and there is every reason to believe that Forts more like those of Western peoples were Yaugtsze, a run of nearly seven hundred it will receive strong support, not only on the built, and all the world knew how vastly Ministerial side of the House, but from the Japanese military science had grown in recent colours of Mr. Herbert Gladstone at the next to China will be £93 per £100, with Front Opposition Bench.

The steamer Windsor, which was bound for Hongkong with a cargo of sandalwood when

wrecked off Geraldton, is now reported to have broken up with the heavy sess.

Various rumours have been affeat regarding the mysterious death of Captain Mackenzie, and the gentleman is reported to have had a considerable-sum of money on his person when last seen. To strongthen the idea of foul play. sit is alleged that this money was missing when the body was found, and it is further alleged that there were two wounds on the body. These statements, however, the police do not verify.

A magistrate in Auvergue was appealed to by a lady and a corset-maker over a corset. The lad, said it was a bad fit, the maker said it was a perfect fit. The justice thought a week, says the "Telegraph," then delivered the following judgment. Whereas we -- Justice of the Peace, having heard both sides, find the point at issue to be whether the corset did fit or not, and whereas to decide the point we should require to see the coreet, which has not been produced, and whereas were it produced we should require it to be tried on in our presence, and whereas even wore it produced and tried on in our presence, to decide the point whether it fits or not, we would require to pessess in the demands in connection with the Chekiang but declare ourselves incompetent in the question ratione materise.

> Mr. Augustus Heinze, the "Copper King now under arrest, was nineteen when he left Boston for Montana to make his fortune. He built himself a log cabin, and went about observing the copper deposits in the neighbourhood. Then he asked his father-a rich merchant-to lend him money to start a company The old man laughed; and Hainza got what he wanted elsewhere. He commenced his operations in Montana; and in a few years had acquired a vast fortune. Subsequently be made a tour of British Columbia, and found vast tracts of valuable mining and timber land. obtained from the Canadian Government, the "Chronicle" says, a charter for a railroad which carried with it a land grant of 20,000 acres for every mile of road built. It was not until he built fifty miles of railway and erected a large smelting works that the Canadian tacific coming vacancy on the Legislative Council Railroad Company realised that this pushful thus early. The matter is one in which many young man was peaching upon what they take a keen interest, and the general hops is considered their preserves .- Accordingly, this corporation applied for a charter to build track paralled to Heinze's road. After severalineffectual attempts to get the Government concersion, the railway company were forced to buy out Heinze.

Cantain Pearson Hobson, who rendered good service by sinking a vessel at the entrance of Santiago Bay thereby partially bottling up the Spanish fleet, is just-now-making a fool of himself. Since the Spanish war he has been overcome apparently by the kissing publicity he received, and is never content nowadays nuless he is well within the limelight. He belongs to a class of appakers whose efforts | the leading light of the Jockey Club ("wine" do not promote the best feeling between host" these next three days, as it were) has Mr. Root, Secretary of State, has replied to America and Japan. This is what he said at made himself well and favourably known to most Hartford, Connecticut, under the auspices of people in the Colony. I merely mention Mr the Young Men's Caristian Association, to Hough's name now for the consideration of His which he delivered his much-advertised lecture | Excellency since you have mentioned others. entitled "America's Mighty Mission." In the has been taking the back-water from Japan. and now only one thing remains before war, and that is a pretext. "We must," he continued: "get our whole fleet to the Far East and keep it there, and we have absolutely got to refuse to let a crisis come up till we get it there. It is doubtful if it can ever get there." Mr. Jacks, Association, said that there, was much indignation at Cap ain Hobson's remarks. When Mr. Jacks looked over the prospectus of the address before engaging the speaker there was not a word in it about Japan.

> they might have to defend themselves, built castles with deep moats and lofty battlements. These were modelled on Chinese plans. Many centuries passed, however, before the Japanese lost their preference for rapidly-made defences, auch as palissades and heavy wooden shields sef side by side, pierced with loopholes, and supported behind by struts. Even boxes exected on poles were used in the making of temporary forts. One feature of the more solid castles Was what might be called watertight compart. ments. The Norman barbican offered example of such an enclosure, but the ancient Japanese cas le was full of them. enormously massive fortresses of the old kind. which might still be teen, only arose towards the end of the Sixteenth Century. The building of that at Osaks, admired by Will Adams, was not begun till 1583, and these castles were hardly ever called on to show their strength, for a long period of deep peace followed their erection.

CORRESPONDENCE.

LOCAL POLITICS.

TO THE EDITOR OF THE "DAILY PRESS."

SIR-Your leading article to-day touches a question a number of residents are keenly interested in, though it is competent for some to aver that local "politics" have no interest for anyone save those who bave some axe to grind. Though, in the instance you refer to, His Excellency the Governor has the sole right to choose a neminee for the east to be rendered vacant, I fancy Sir Frederick Lugard will welcome an expression of opinion on the subject; Were it possible for sither of the gentlemen you mention to take the seat, the public would be pleased. I fancy, however, Mr. Wood goes home very soon, Mr. Law is unable to go on the Council owing to the exigencies of business and I hear Mr. Shewan, for similar reasons, has to remain out of "politics."

But even so, Sir, there are others. What of Sir Henry Berkeley? He has been tried, and so far as I know, not been found wanting. He has a broad legal mind; he has had experience on the Council; he is a keen debater; he is a citizen of worth, and he has a sense of humour. matter certain aptitudes and faculty which are This latter qualification is a decided advantage not in our province; for those reasons we can in Hongkong. I do not hold a brief for Sir Henry, however, and take it, he will not thank me for writing this. But I have been here just long enough to believe I know the requirements of this place, and the chief one is that we should have men of mental "balance" on the Council

ONE OF THE CROWD. [In private "chibs" not sent for publication, we are teld that Messrs. A. G. Wood and D. R. Law are not available as nominees for the Legislative Council, as we had hoped. That leaves still two excellent men, in Mr. Shewan and, as our esteemed correspondent reminds us Sir Henry Berkeley. There is also, we are reminded, Mr. M. W. Slade, forme ly an aspirant with many supporters, who ought not to be overlooked. -Ed.]

[TO THE EDITOR OF THE "DAILY PRESS."]

Sin-I am one with a good number of others who consider you wise in referring to the forththat the Governor will, in exercising his prea rogative in the appointment, give ear to the feeling of the community. You mentioned three gentlemen this morning, but I am straid you were unable to ascertain whether they would be able to secept the nomination or not. I am afraid they will not, and I think others should be considered. Among these qualified to render good service to the Colony, and who would have the confidence of the bulk-of-the leading residents, is Mr. T.F. Hough. I have no authority to mention his name, but no doubt he would, if approached, accept. Mr. Hough, as the recent Chairman of the Hongkong Club, as ex President of St. Andrew's Society, and as CIT ZEN.

EXPLOSION ON AN OIL SHIP.

An explosion as reported briefly in last issue occurred on board the oil steamer Nerite on Sunday, and caused the death of two Chinese employed at the Docks. When the oil had been secretary to the Young Men's Christian | removed from the tanks on board, the vessel was steered for the Kowloon Pocks, off which she was lying when the accident happened. It is customary, before entering these tanks with a light, to take the necessary precautions to drive out the gas, and this was done in the present instance, but apparently some of the oil fumes remained, for as soon as "Military Works in Old Japan" was the two Chinese fitters and a boy entered the hold title of a paper read by Mr. M. Garbutt at a with a lamp there was a terrific explosion which CWT Brutt ... meeting of the Japan Society. The chair was blew the men with great force against the top taken by Colonel E. Z. Thornton. Mr. Garbutt, of the hold, and shook the vessel from stem whose address was illustrated by many lantern to stern. Two of the fitters were killed views from Japanese pictures, made it clear that | instantly, but the boy was pluckily rescued by during the greater part of their history our Mr. George White of the Dock Co., He was allies had a preference for extremely light for- seriously injured, however, and had to be removtifications. In the Seventh Century, however, ed to hospital. The outbreak of flame following they suffered such disasters in Korea that they | the explosion caused au alarm of fire to be raised. not only abandoned the invasion but, fearing and the Yaumati section of the brigade and the fire float put in an appearance, but their services were not required. The damage done to the ship is estimated at \$500.

The retirement of Bir Marcus Samuel from active business removes from the daily life of the City of London a very remarkable man, The great oil and shipping magnate has worked his way up, by acumen and hard work, from the bottom of the ladder to a point at which he is able to control world-wide financial interests He was knighted in 1898, and held office as Lord Mayor of London for the year 1202-3. He has travelled widely in the Far Fast, and has extensive business connections with Japan. He is one of the few Englishmen upon whom has been conferred the Order of the Rising Sun, Hir Marcus purchased a few years ago the beautiful property of the Mote near Maidstore. which formerly belonged to I ord Romney. The house has no very special features of beauty, but the park and gardens are famous. The ax-Lord Mayor has an almost unique collection of Japanese plants, which from time to time are send to him from the East. He is a keen is an ardent advocate of Tariff Reform. His brother is the Unionist candidate for West Leeds, and is working very hard to lower the election.

["DAILY PRESS" EXCLUSIVE SERVICE.]

QUERY?

London, February 10th. Laings Underland suspended.

OBITUARY.

London, February 10th. Admiral Lyons and General Wel-

lesley Thomas are dead.

Sir Algernon M'Lennan Lyons was 75 years of age, and was an Admiral of the Fleet since 1897. He entered the Navy in 1847; served in the Black Sea during the Russian War 1854 5; was Commodore in the West indies 1875-78 Commander-in-Chief of the Pacific Station, 1881-84; and North Americs and West Indies, 1885-88. He was Commander-in Chief at Plymouth from 1893-96, and principal Naval

A.D.C. to the late Queen, 1895-97]
[Lieut-General Sir John Wellesley Thomas, K.C.B. was 86 years of age. He served throughout the operations in Candahar, Ghusnes and Cabuli 1842 (medal); was severely wounded in the action of Maharajpore (bronze star); he commanded detachments of the 14th and 40th Regiments at the capture of a stockade occupied by insurgents at the Ballarat gold fields, Australia, 1854 (received the rank of Major unattached); served with the 67th throughout the campaign of 1860 in North China, and was wounded while in command of a wing employed as the covering and storming party at the capture of the North Taku Fort (C.B. medal and two clasps). He also commanded the 67th Regiment and Brigade at the second capture of Kading, China 1862.

FOURTH TEST MATCH.

London, February 10th.

Australia's score stands at 385 for the loss of eight wickets, Armstrong, not out, contributing 114.

SERIOU ACCIDENT.

At about seven o'clock last evening as Mr W. Danby was leaving the Hongkong Club he fell down the stone sleps at the entrance and | The other claimants have proved as unsecured fractured his skull. He was removed to the Government Civil Hospital in a very precarious

HONGKONG VOLUNTEER.

REBERVE ASSOCIATIO I. The best scores made during the month of January were as follows. G VERNOR'S COP AND CHATER CUP AT 500 YARDS. ...69 ser. = 69WJJ Gast -

There were 6) entries. MAY CUP, 50J YARDS.

Class A (Handicap ser, "to A Jenkins 7 35 ., вст.=-31 E S Carruthers W J Watt .:-Class B (Handicap 4 to 7 inclusive). WJJGast J J Stubbings ... Class C. (Handicap 8 and upwards). E W Dawson -27 plus 8=35

W J Jack... There were 50 entries. DOUGLAS CUP. 800 YARDS. J C Gow54 scr. ==54 R Baker ... G G S Forsyth A Blowey... There 20 entries.

BERKELBY CUP. 600 entries. J C Gow 66 ser. = 66 There were 24 outries.

The pool on 11th and 12th January was won by R. Baker score 49 plus 2-51. The pool on 18th and 19th January was won by W. W. L. Leask score 61 plus 9==70.

The pool on 25th and 26th Japuary was won by J. C. Gow score 66 sor. =66. The numbers of members attending the range during January shows a slight improvement but is not by any means satisfactory. It is hoped that many more will attend next Saturdayand Sunday when the May Cups Competition will be continued at King's Park Mange. Kowkoon.

SUPREME COURT.

Monday, February 10th.

BEFORE HIS HONOUR SIE FRANCIS PIGGO (CHIEF JUSTICE).

ENBOLMENT OF A SOLIC.TOR Before the business of the Supreme Court opened yesterday, Hon. Mr. H. E. Pollock, X.C. moved that Mr. Henry Lardner Dennys be approved, admitted, and enrolled to practise as an attorney, solicitor and proctor of the Supreme Court of Hongkong. The application was supported by the usual affidavits, and there was an affidavit by Mr. Danbys himself, showing that he was admitted to practise as a selicitor of the Supreme Court of Judicature, England, on the 19th September, 1907. There was also the usual affidavit of identity by Mr. F. B. L. Bowley.

His Lordship had much pleasure in admitting Mr. Dennys to practise in the Court and hoped that his career in the Colony would be a very successful one.

IN APPRILATE JURISDICTION.

A BINKRUPTCY APPEAL.

Re Li King Shek (Kweng Yik We) ex parte Pang Sui-fong, creditor. Hon. Mr. H. E. Pollock, K.C., represented the Official Receiver and Mr. M. W. Slade the appellant.

His Lordship, in delivering judgment in this action said :-- Another claimant, Ng Sau-Chi, to this flour which was the subject of such protracted argument last March in the case of the Kwong Yik Wo fraud, has appeared upon the scene. I said, page 93 of the Reports, that the creditor of Kwong Yik Wo, who was represented by the Official Receiver, would not be bound by the estopper which it was contended on the authority of Woodley v. Coventry, would have operated against the hankrupt; an imaginary interpretation of that case was erroneous. What I said was obiter, because it was not absolutely necessary to the determination of the question then before us, nor was it fully argued and therefore it is still open. This claimant sets up his documents of pledge and warehousing, and says that he is a secured creditor and entitled to be admitted as such in the bankruptey, and that this opinion of mine need, revision, as it stands in the way of his claim. creditors. It seems to me, even after listening to further argument, an exceedingly difficult question whether the trustee would be bound by such an estopper as the one which would have existed in this case, supposing Woodley v. Coventry applied. I am not prepared to say that that opinion is wrong because in the case that I stated with regard to the application, it is unnecessary-for me to do an It has been necessary, however, to go over that part of my judgment which deals with the question of estopper, and I find one paragr ph on another ...61 plus 7=68 | page (page 59) which did not at all satisfy me. 4=67 It is that paragraph in which I applied the decision in Woodley v. Coventry to the facts in the present case. As a matter of fact that decision has no application to these facts at all, 44 . 20=64 and I must say that on further consideration I 2=63 am rather at a less to understand why I allowed it is clearly unnibilated by a subsequent 39 .. 20=59 passage on page 90. It had, however, no effect on the question which was really arrived at before the question of estopper was discussed, and was not altered by the result of that discussion. The estopper 39 , 14=53 in Woodley v. Coventry was against the unpaid vendor, and in favour of the third party. The passage in my judgment which I am now criticising followed too much the line of argument which had been based on Woodley v. Coventry, that the purchaser was estopped on account of something which the servant of his agent, the warehouseman, had said. The estopner had nothing to do with the fact that Covening was also warehousing the goods he had sold, but the plaintiff raised the fact that he was an uppaid vendor. There is no unpaid vendor in this case, and this is pointed out in my judgment, the passage beginning "here the 6=33 person against whom the estopper is sought is not the vendor." The difficulty of applying Woodley v. Coventry to this case arises from the fact that the question of ascertainment was not _ gone into, though it undoubtedly forms part of the decision, but as regards Woodley there was no snoh question as between Clark the purchaser and Coventry the vendor; there had been no ascertainment, but owing to what took place between Coventry's agent and Woodley. Coventry was estopped as against Woodley from setting up this fact, the result of which would have been to have the property in him as unpaid vendor. The facts in this case are far more simple. They relate merely to something which passed in the Hop Yik godown when the flour was looked at by the intending lender, and it is said that Kwong Yik Wo is estopped by whattook place, so he probably is within the limits .. 35 .. 8=43 of that estopper. If the Kwong Yik Wo had intending lender was shown a pile of bags which the borrower or his agent said corresponded 56 plus8=64 | with his description, then in any possible pro-...57 .. 6=63 | ceedings in which the question was material the borrower would be estopped from denying that the bags in fact did not correspond with his description whether as to weight, quality or description. In the case of one of the claimants Kwong Yik Wo was himself present, so that here there would be, if the facts fitted, an estopper in its simplest form. But really it would have been hardly worth while to discuss the case from the point of view of an estopper, for there being several elaiments who have lent money, to all of whom apparently the same story has been told, I suppose, if a question of priority arose, there would be priority

by estopper just as there might have been

priority among the landers, all of which however

wanish in the distribution in bankruptcy, as the result of my decision is that they are not secured . creditors; but the estopper is required for quite another purpose. It is not a simple case of estopper at all, but an expeedingly complicated one. It is to cure a defect in the claimant's title, to make a lender the possessor of a document which may be treated as a security, and this is to be tested by just the same methods as if it were a document of title proving him to be the actual purchaser of the goods. This defect is the absence of accertainment! the absence of severance of the bags of flour on which the advance was made from the bulk of flour in the godowns. In this respect I must put the new claimants as on a level with the old ones; that is to say, that they were shown the bulk, and that they also, seeing a great quantity of flour, were satisfied that there was enough to cover their intended advance. It-is here that so much play was made with Woodley v. Coventry, because the estopper in that case had actually to do with the fact that the goods were not ascertained by Coventry, and it is here that the argument became, as appears from what I have already said, so insidious. The simple facts are these. Kwong Yik Wo, in intending to borrow from severa claimants on a certain specified number of bags of flour, takes them or sends them to his Hop Yik godowns, where all the flour is stacked, and either he or Ho Lam, acting on his behalf as his agent, points out to them a quantity of flour saying "there is enough flour to cover your advance." The claimants take no further steps as the law requires as to ascertaining, but are satisfied that there is enough and more flour, and lend their money. As one witness said in his evidence, "Ho Lam pointed out to me more than enough; I did not separate any for myself." There can be no estopper here, They have simply been themselves negligent and the law makes them pay the penalty. It sooms indeed expressly designed to prevent such frauds as were committed in this case. I am therefore of opinion that the Official Receiver was right in rejecting the proof of these claim. ante, and the appeal must therefore be dismissed with costs.

In ORIGINAL JURISDICTION,

THE LIABILITY OF COMPRADORES

An interesting argument, srising out of the action. Chan Kee v. David Sassoon & Co. Ld., was heard before his Lordship. The argument was adjourned from Chambers to the Court. Mr. M. W. Slade, instructed by Mr. C. D.

Wilkinson (of Mesers. Wilkinson and Grist) appeared for the plaintiff, and Hon. Mr. H. E. Pollock, K.C., intracted by Mr. H. W., Locker (of Mesure, Descor, Looker and "Descont represented the defendants.

Mr. Slade said this was an adjourned matter: from Chambers in which the question to be decided was one of the utmost importance to all compradores and merchants whose liabilities were regulated by documents in a similar form to the one in question, and there were not a few in the Colony.

His Lordship—Is that so ? I should rather like to get that point clear.

Mr. Slade—I happen personally to know of one other, and all compradores' agreements prepared by Messrs. Deacon, Looker and Deacon, or Deacon and Hastings, or whatever office it was at the time, would be substantially ia the same form. 🖘

His Lordship—That is not an exceptional form in the Colony?

Mr. Elade-No. But a great many have adopted old Mr. Deacon's form.

His Lordship-In this peculiar language?

Mr. Slade-Yes.

Mr. Pollock-It is a form which has been. gradually evolved.

His Lordship-I quite see the process of evolution, and the extreme importance of the question caused me to adjourn the matter to

Mr. Slade-It is a matter of the utmost importance, and the clause in which the controversy turns is the first provise for redemption? in the mortgage. Our contention -that is, the contention of the compradore-is that he is only liable for the consequence of defaults of some sort—using defaults in its widest sense of Chinese customers of the firm. The contention, as I understand it, of his employers, persons:is that he is the insurer of all their transactions with Chinese.

His Lordship-That was rather the inter-

pretation which I thought was possible. Mr. Slade-He insures the firm against loss of any kind in any transactions with Chinese, Counsel then read material parts of the proviso as follows :- " The compradore shall, on demand,= pay to the mortgagees (his employers) any deficiency in the price of goods which will be sold, or agreed to be sold to Chinese oustomers of the mortgagees. , and also all losses. costs, charges or expenses which shall be incurred or sustained by the mortgagees in connection with any transaction or business which shall be entered into or effected by the mortgagees with any Chineso. such losses, costs, charges and expenses shall be incurred or sustained by reason. breach of contract or otherwise howsoever." Counsel submitted that reading the last clause by itself, without any regard to the relation of compradore and merchant as it was known in this Colony, that the words of that clause made the compradore the insurer against every loss, however arising, which fell upon the merchant in his transactions with Chinese customers; whether that loss arose from the default of the Chinese customer, or from the default of the merchant, or the North Coast of Borneo, and was afterwards in unbusinesslike method of the merchant carrying on his business, or the ill-luck of the merchant in a market going against him. On the of the Royal Geographical Society. Admiral words of that clause the compradore was the absolute insurer against any loss of any kind or description which the merchant could suffer in a contract with Chinese. Counsel took a concrete example; "Supposing," he said,

"a merchant imported goods into this Colony, not under contract, at say, a price of \$200 a bale, and in consequence of the market falling he was unable to sell them at a higher price than \$100, and he sold them to the Chinese at that price." By the words of this clause there was no doubt that he could recover from the compradors the mesos of the falling market. Mr. Pollock-That loss would not come out

of the compradore's pecket.

Mr. Slade Undoubtedly it would. Proceeding, Mr. Slade put the supposition before the Court of a merclant entering into an agreement to import goods for Chinese, the price being taken in dollars while the cost to the merchant for importing from abroad was sterling. He sold at a price which would cover him on the rate of exchange of the day. But if the merchant desired to-gamble and did not fix his exchange at the time he made his contract, and exchange went against him so that the contract dollar price which he received eventually from his customer did not cover him, by the clause mentioned he could recover the amount he had lost from his compradore. Such instances might be multiplied indefinitely. The clause m entioned was a clause insuring the merchant against all loss in transactions with Chinese howscever such loss arore. Counsel submitted and unless Messrs. Sassoons' Counsel made such admissions as would clear this matter and 28 drawn. up it would be again submitted to the Court in an action they would bring for rectification of the agreement. The meaning of the words was certainly never explained to the compradore. All for defaults on the part of Chinese customers of the firm, and no more. There was no evidence before his Lordship at the moment, but that was the position of every compradore in the Colony. In clause 2 of the agreement the customary position of the compradore was recognised: "The remuneration to be ceived by the compradore shall consist of the customary commission or percentage which the company agree to permit him to demand and collect from Chinese -purchasers of the firm and Chinese sellers to the Compony."

His Lordship-Wouldn't a reasonable i sterpretation be this: that the liability which is specified to make good in the mortgage grises in those cases in which the compradore is entitled to commission or percentage?

Mr. Slade-Yes. That is exactly what the contention of the other side is, that this is an insurance contract. Proceeding, Mr. Slade said he had no doubt what the verdict of any -special-jury-i-n-this-Colony-would-be withregard to the case.

Mr. Pollock submitted that the words "without the consent or knowledge" were immaterial. The firm had full power under the terms of the agreement to enter into contracts with Chinese although the compradore had no knowledge of such contracts. It followed as a necessary inference that the firm were entitled to be allowed a free hand as regards their dealings with the Chinese, and were entitled to exercise reasonable forbearance towards customers.

His Lordship-Supposing they entered into contracts unknown to the compradore, how would be collect his commission?

Mr. Pollock-He would know when the goods were delivered, and would get it from the

His Lordship—But if the contract breaks down before delivery?

Mr. Pollock-I quite see that is a possible case. Whatever the effect of the clauses of the agreement, the compradore must be bound by

His Lordship reserved his decision on the

SCOTLAND'S MONUMENTS.

The King has been pleased, on the recommendation of the Secretary for Scotland, to approve the appointment of a Royal Commission to make an inventory of the ancient and historical monuments and constructions connected with, or illustrative of, the contemporary culture, civilisation, and conditions of life of the people in Scotland, from the earliest times to the year [707, and to specify those which seem worthy of

The commission is to consist of the following

The Right Hon. Sir Herbert Maxwell Bt. (chairman).

The Hon, Lord Guthrie, Professor G. Baldwin-Brown Mr. Thomas H. Bryce, M.D. Mr. Francis C. Buchanan. Mr. W. T. Oldrieve. Mr. Thomas Ross.

Mr. A. O. Curie, secretary to the Society of Antiquaries, will act as secretary.

VETERAN ADMIRAL'S DEATH

SEVENTY-SEVEN YEARS PUBLIC SERVICE.

By the death of Rear Admiral Marcus Low ther, at St. Leonard, the Navy has lost one or its veteran officers. He joined the service in February, 1831, and his name had, therefore, appeared in the Navy List for nearly seventyseven years, a record which is nearly equalled. by Admiral David Robertson-Macdonald, and is exceeded by Admiral Richard Moorman, who has been associated with the Fleet since 1823 I he late admiral was fighting in the early forties during the operations on the coast of Syris, for which he held the medal. At that time he served in the boats of the Hastings. He was employed distributing arms to the Maronites, and was present in the Hastings's barge as the destruction of a mine in the castle of Beyrout in October, 1840. Admiral Lowther was lieutenant of the Agincourt's launch in August, 1845, at the capture and destruction of the piratical stronghold of Maluda, on the command of the third company of small-arm men at the attack and capture of the forts of the Sultan of Borneo at Bruni. He was a Fellow Lowther received the Royal Humane Society's medal fifty-four years ago for his prompt action n jumping a height of 26ft from her Majesty's ship Illustrious, then in Portsmouth Harbour, and diving and rescuing a boy who attempted to commit suicide.

PAST TEST MATCHES."

RECORDS AND RECOLL CTIONS. It is probable that England and Australia have never been more evenly matched than they are at the present time.

It is interesting to recall that the first Test match took place at Melbourne in 1877, when Australia won by 45 runs. The first internaloss of \$100 per bale which he had suffered by | tional meeting in this country was at the Oval in 1880. England won by five wickets, and W. G. Grace distinguished himself by scoring 152 the first century made in Test matches in this country. The first Englishman to make a century sgainst Australia "down under" was George 'Ulyett, who, playing magnificent cricket at Melbourne in 1882, hit up 149. The honour of scoring the first century in a Test match, however, belongs to G. Bannerman, who made 165 against England in the opening match of 1877.

Although these international encounters were not instituted until 1877, an English team (known as Stephenson's Eleven) - made its ap pearance in Australia in 1862, wining a mate at Melbourne on January lat of that year by an nnings and 96 runs. There is no record of an buglish side visiting the Colonials prior to 1862. so there can be no doubt that Stephenson's men sowed the steds of the great cricket entente of

It may also be pointed out that the first Australian team of cricketers to visit England was in 1878. The Colonial contingent included the famous F. R. Spofforth, who secured 326 wickets. The tour, which occupied fifteen months, embraced the Colonies, America, and Canada, and Spofforth's complete record was that those were the plain words of the clause, 764 wickets for less than 7 runs each. The team won 44 matches out of 77, 10 being lost

when the Australians scored 586 runs. It was operatives unions £80,000 a week in strike pay; at Sydney, too, that England made their smallest score in Australia against a representhe intended to agree to was to be responsible slive Colonial side. This was in 1837, when they lost the whole of their side for 45. Australia, however, were out for 42 in the following year at the same place. In 1901, at Birmingham, the Australians were got out for 36-their lowest Test match score in this country. England's smallest total in this country is 53, made at Lord of in 1888. Australia's best score over here is 551 (Ovel, 1884), England's highest being 576 (Oval, 1899).

'Down under" our best is 577 (Sydney, 1903). Up to date seventy eight matches between strictly representative combinations have been played, of which England has won 34 and Australia 29, the remaining 15 being drawn.

STRANGE INCIDENT IN THE HARDEN CASE.

JUDGE BEMOVED.

Berlin, January 6th. One of the most astonishing features of the Harden libel trial is the removal of Judge Kern, who presided at the first trial, which ended in the acquittal of the editor of the "Zukunft." The removal took place a few days ago, just before the judges at the second trial found Herr Harden guilty, and sentenced him to four months imprisonment, and the payment of the heavy law costs.

It is stated that Judge Kern was transferred to another department of the Ministry of Justice "at his own request," but there is general impression that other reasons contribut ed to his downfall, to which his removal amounts. The incident is all the more striking es a similar thing happened a few years ago when Judge Schmidt, who presided at a trial at which Herr Harden was acquitted of the charge of less majeste, was likewise removed from the judicial bench and transferred to another department of the Ministry of Justice. Commenting in the "Tagebla't" on the removal of Judge Kern, Judge Gaulke says "Irefrain from expressing any opinion to what extent the removal influenced the judges of the Criminal Court at the second trial-of course, unconsciously." Judge Ganike further states that he believes that the Criminal Court was unconsciously influenced b. the knowledge that the public-prosecutor intervened to bring about-Herr Harden's conviction in response to orders received "from above." Judge Gaulke thinks that the Supreme Court of the Empire will be obliged to grant Herr Harden's appeal against the sentence of the Criminal Court. "The Well am Montag" protests strongly

against Judge Kern's removal, declaring that the German public is alarmed by such incidents, which appear to indicate that the judges are not independent, but exposed to improper

The "Frankfurter Zeitung" declares that Herr Harden rendered a public service by the 'Zukunft'" exposures, especially by bringing about Prince Eulenburg's down fall The "Nene Badische Landrezeitung" also protests against the attempts to overwhelm Herr Harden by unjustified abuse instead of remembering that the " / ukunft" articles produced many

WEATHER REPORT

On the 10th at 11.55 a.m.—The barometer has risen moderately in Japan, and fallen slightly over Chius.

Pressure is lighest over N. Chica and the We low Sea, and lowest to the N.E. of Japan. Gradients are slight to moderate, and fresh to moderate monsoon may be expected in the Formosa Channel and the Crina coa. -

Hongkong rainfall for the 34 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows: --N.E. and E. wind fresh to Hongkong & Neighbourhood mod'te; cloudy

Formosa Channel Sameas No. 1. South coast of China between Same as No. 1 Hongkong and Lamocke. South coast of China between Same as No. 1. Hongkong and Hainan.

LATEST STEAMER MOVEMENTS.

Mail, left Singapore on Monday, the 10th inst. | a joint committee which was to draw up a at 4 p.m. for this port via Saigon. The N.Y.K. str. Kageshima Maru (Bombay Line) left Meji for this port on the 9th inst.,

and is expected here on the 14th inst. left Singapore for this port on the 9th inst,, and is expected here on the 15th inst.

to-day for this port via Kobe Nagasaki and Manila and will be due at this port on 21st inst. Flie C.P.R. str. Empress of China arrived Nagasaki at 11 p.m. on Sunday, the 9th instant, and left again at 6 am. on Monday via Nagasaki for Shanghai where she is due to arrive at. 9 a.m. to morrow.

The C.P.R. str. Monteagle left Yokohams on agreement into pieces. Saturday, the 8th inst. pm. for Victoria and Vancouver.

delivered at Lyons on the 7th inst.

THE COTTON CRISIS EXPLAINED

Just because on both sides organisation has been carried to a high pitch, the convulsions through which the cotton, industry is now passing present a problem of the deepest interest.

On the one hand is the Master Cotton Spinners' Federation. The world's total of cotton spinning machinery is, roughly, 100,000,0 0 spindles; in other words, taking the whole of the globe, there are about 1,600 mills. Of these-000 are concentrated in Lancashire. Twothirds are enrolled in the federation. It is a vast combination, and it is purely a capitalists' trade union. The main purpose for which it exists is that of collective bargaining with the operatives.

Elsewhere organisation of this kind, representing £60,000,000 of capital and with huge resources, might expect to have things very much its own way. But in Laucashire "Jack." in the matter of combination, "is as good as his master." The Operative Spinners Amalgama. tion has £500.0 0 of accumulated funds; the Cardroom Operatives' Amalgamation has saved. up £250,000. As against the federation, the two bodies have an offensive and defensive alliance. When it comes to a rupture they are one.

Conducted under these conditions industrial war presents its worst features. There is no disorder, because the labour trained from child hood to operate delicate machinery cannot be replaced. But there is appalling waste. Practically the whole population is dependent directly or indirectly on cotton. A stoppage of the mills means a stoppage of the looms; it means short work in the mines; short work eventually in the machinery shops; stagnation in the warehouses at Manchester; stagnation on the railways. Everybody feels the pinch. The highest innings against an English side A stoppage would cost the millowners at the was in the Test. Match at Sidney, in 1894, present time £150,000 a week in profits, and the but it would east £500,000 a week to people who are not concerned.

The Lancashire operative is thrifty, and his union funds do not represent more than a twentieth of his cash resources. For this reason, and because the mill owners are equally keen on the main chance, the two sides do not care readily to some to blows. They tried conclusions fifteen years ago. black and bitter are the memories of the twenty weeks' stoppage which spread ever deepering and widening circles of distress.

The outcome of that war was the famous Brooklands agreement. The essential part of it was the provision that no increase of wages some exasperation. shall exceed 5 per cent., and that more than one increase shall not be applied for within a year; conversely, that no reduction shall exceed 5 per cent, and that not more than one reduction shall take place within any swelve months. But experience has shown that the Brooklands agreement contained serious flaw of omission. It made no provision for the adjustement of differences arising out of new conditions. The cotton industry is progressive; its conditions to-day are not those of fifteen years ago; most assuredly to-day's conditions will not be those of fifteen years hence. It was assumed, for instance, that the spinning of time yarns would remain confined to the Bolton district. But in

the rapid expansion of the industry during the

last three years fine yarn spinning has over-

flowed into the district of Oldham. Now each of the half-dezen districts, techni cally called "provinces," into which the cotton area is divided has its own wages list, pay nent being bised upon results - The Bolton lin was adjusted to fine yarn spinning; the Oldham list to coarse or medium yarns. The discrept cy gave rise to the dispute which Mr. Lloyd-George in se dramatio a manner was instrumental in settling. Incidentally the Law Officers of the Crown pointed out that the Brooklands agreement, so far as regards adjustment to new conditions, is defective. The dispute which has arisen over the wages of ring spinners is a parall | case. When the Brooklands agreement was made, ring spinners might have be counted by scores. They now number thousands: The ring spindle is an American invention in troduced into this country because it made the process of spinning more mechanical and off ires the advantage of bei g worked by cheap female labour. If you go into a cotton mill you see the operative spinner and two or three assistants going up and down before a row of a thousand or more parallel twirling threads. Their business is to piece the threads, should they break The spinner has also to adjust his machine or "mule" so that the yarn is even and of the requisite fineness. His calcul tions must be mathematically exact. Stoppages or bungling reduce his output and, of course, lower his pay, The ring spinners are women and gitls. Each has charge, according to aptitude, of so many hundred spindles. The process is the same. The tix upon the attention is intense and, continued through a working day or ten hours, is exhausting. One hundred and seventy mills are now

running with "ring" machinery. For a long time each mill made its own terms with these women operatives. The pay was so much per 100 spindles per week. To begin with, the weekly rate per 100 spindles was 2r. On these terms a woman in charge of 600 spindles would earn 12s. But to reach that number she would have to be an operative of skill and experience, for 7.0 is the maximum. Mill-owners found, however, that it paid them to offer a higher price to tempt good workers from other mills, and so the price gradually went up 2s. 6d. per 100. Working at full pressure on er hoav, a woman would earn 17s. 6d. a week; b. most earned only 12 ...6d. the cardroom operatives—those who prepare the cotton for the spinning mules—thought they would organise this new class of workers. existence among them of such low-priced female labour was held to be economically and in other respects demoralising. When they organised the ring spinners in federation mills, they immediately the price to 2s. 10d. per 100 and later to 3 which is now their standard rate. All the nonfederation mills have been obliged to concide

the dem ind. Even at the 3s. rate ring spinning shows the not inconsiderable not profit, at present rates, of something like 40 per cent. the federation. In this instance the cardroom amalgamation judged it necessary to start with negotiations These preliminaries began six months ago. They got so far that each side The M.M. str. Tonkin with the next French appointed the same number of delegates on "list" for the payment of ring spinners on a uniform scale, varying not only with the number of spindles overlooked but with the fineness of the yarn turned out. The committee The N.Y.K. str. Riojan Maru (Bombay Line) | split over the basis on which the list should be compiled. The masters wanted to start from the average of present earnings, taking all The O. & O. str. Asia will sail from Yokohama | the mills. The operatives insisted that the foundation must be 3s. per 100 for medium yarns When this unhappy disagreement developed, the masters' federation insisted that the demand was technically a breach of the Brooklands agreement. The operatives I treated the contention as a quible. Now each

Following that breakdown, the operatives union proceeded to apply of sectional equeezing The Silk ex M.M. str. Armand Behic was to federation mills, and has shut up four of them, picking out those which were known to be

side charges the other with having torn the

KINGEDWARDVII LIQUEUR WHISKY. WHITE LABEL.

PERFECT IN MELLOWNESS, AGE AND

FLAVOUR. CIGHT WHISKY TO TAKE. NO ILL

WORTH MUCH MORE,

-S15-PER-CASE

THE DISTILLERS CO., LTD. EDINBURGH,

POSPRIETORS:

SOLE AGENTS:-

TELEPHONE No. 135

H. PRICE & CO., LTD.

WINE, SPIRIT & CIGAR MERCHANTS. 12, QUEEN'S ROAD CENTRAL

making top profits. On the ground that ther Brooklands agreement has been flouted-ring spinners having shared in the general increases granted under it-the federation have begun a general lock-out. They have taken, too, the quite novel course both of refusing to millowners who voted "No" in the lock-out ballot the option of keeping open on payment of a penalty, and of appealing to the non-federation mill-owners to fall into line.

Looking at the whole situation impartially, the point at issue does not seem hard to solve. To split the difference a matter of 2d. per 100 spindles either way seems the ready road out of the imposse. But in Lancashire the habit of driving a hard bargain has to be reckoned with It is the true root of the difficulty. There is, however, another and deeper question, Both the federation and the unions are armed to the teeth for fighting purposes. They are not provided with equally effective machinery for conciliation. Really, it is surprising that the great cotton industry, with interests which ramify all over the world; has not developed some kind of permanent Conciliation Board, which, with an equal representation from both sides and some reliable, impartial element to hold the balance, would, as it were, legislate on the new conditions which are bound to arise in a business that is alive. Why is there not such a body is the question which merch ants and others in Marchester are now asking with

"PIRATE BANKERS,"-

The Daily Telegraph's Correspondent at New York writes:-It was the Attorney-General, Mr. Jackson who investigated the affairs of the webbling banks during the recent panic, and exactly what he discovered he teld a meeting of busi-

"I have never met," said Mr. Jackson, "so many men who ought to be in gaol as in my recent investigation of the affairs of the banks that got into difficulties in the recent panic.

ness men at Brooklyn.

The lawless methods of these pirate bankers," Mr. Jackson continued, through the deliberate and flagrant violations of the trust reposed in them by depositors, and the reckless use of other men's money for the promotion of their own speculations, constitute a chapter in the history of high floance in this city which properly can be compared only to the operati ne of Tammany, the Tweed ring, or the Traction gang, and which throws a great light upon the question as to who is responsible for the financial panie of 1907. I was expressly authorised by statute to commence actions and apply for receivers in any country of the State; so I brought actions in other counties than those in which the banks were located, and I secured the appointment of receivers unquestionably beyond the control of those who were willing to pay the expenses of the receiverships if they could avoid their liability to the depositors. As a result, I am hopeful that all depositors will be paid 100 cents on the dollar.

Mr. Meiz, Comptroller of the City of Nev York, was surcely less sensational than the Attorney-General. He said that the panic was not over, and that it would not end until complete confidence had been restored throughout the country.

"Credit is gone," said the Comptroller. You can't borrow a cent on business prospects

or on stocks. You can borrow only on Wall street collateral, and this is what we are trying to kill. The panic has become a poor man's panic. I had to close my mill the other day I did not bave the heart, to drive the men out to let them starve, and I put them on half-time I don't know where I am going to get the cash to pay them with, as I must buy on thirty days credit and sell on eight months credit If the same all over the country. I cannot berrow money. This has come to me for the firs time in years. The panic is not over, and there must be confidence all over the country before good times are restored. Tweed, to whom Mr. Jackson alluded, was

the notorious Tammany "boss" who plundered the New York City Treasury by the most corrunt jobbing of contracts. He controlled the Court of Common Council, which was commonly known in his days as "The Forty Thieves." Mr. Bryce, in his standard work, "The American Commonwealth," tells all about them Tweed controlled the judges, the officials, and many others, and before he was lodged in gaol where he died he had saindled right and left He was loyal however, to his Tammany pals whose political organisation he headed, and he shared the kway with the Tweed ring and New York's City government in the sixties and seventies. The most glaring financial achievement of the ring was connected with the erection and furnishing of the Counity Courthouse here. When de The next step was an attack on the mills in | signed, in 1868, its cost was estimated at £50,000. Before the end, of 1871 a sum variously estimated at from £1.6 0,000 £2,600,000 had been expended upon it, and it was still unfinished. This was effected, as was afterwards proved in the judicial proceedings, by the simple method of requiring the contractors to add large sums to their bills, sums which were then appropriated by Tweed Connolly, and their minions.

UNIVERSITY FOR BRISTOL.

OFFER OF £100,000.

At the annual dinner of the Bristol University College Coleton Society last month, Mr. O: A. Wills, the president, announced that his father, Mr. H.O. Wills, bad promised £100,000 towards t the endowment of the University for Bristol and the West of England, provided that a charter be granted within two years. It was stated that of the £250,000 required before the charter can be applied for £197,000 has been given or

Covered from Head to Foot-Cries Were Heartrending — Beat Her Head and Blood Streamed Down Her Back-In Agony When Washed -Suffering Lasted Four Months.

TWO SETS OF CUTICURA-EFFECT PERFECT CURE

advice to metners who may have a child the same as I have. For more than four months my little baby girl had eczema, and nerone but those who have thad it can tell, the ngany the suffer. I have seen my child beat her head, and blood streaming down her She was a little sufferer from head to foot. She was one mass. vised to use the Cuticura Remedies, and I had two sets. Now there is not one spot about her, and fram confident that the Cuticura Sonp, Cuticura Ointment, and Cuticura Pills cured her. used thein, and I think they are worth all praise for my child's sake and other mothers who may have such trouble as wake up, as the cries from her were heart-

trending. For months she was bad, and no one but myself can tell of the nights; of misery spent with her. It first came? in a small place on her head. I used all kinds of remedies for it and it got worse. When I washed her she would cry with pain. One day I made up my mind while reading about the Cutleura Remedies, so I got a cake of Cuticura Soan, a box of Cuticura Ointment and Cuticura Pills and used them in the evening. I continued for a week, and you can't imagine how thankful I was to see how well she got, on. She was two years of age the 22d of February, and a fine girl. She is a picture to look at now. I shall recommend the Cuticura Remedies to every one I know. Mrs. Cutler, 140, King St., Royal Oak, Plymouth, Dec. 13, 1905, and Jan. 29,

The most torturing and disfiguring humours, eczemas, rasties, itchings, irritations; and inflammations of the skinscalp, and blood, with loss of hair of infants, children, and adults, are instantly relieved and speedily cured by Cuticura-Remedies, when all else fails: Quaranteed absolutely pure.

A Single Set often Cures. Sold throughout the world. Depots, London, 27, Charterhouse Sq.: R. Towns & Co., Sydney: Lennon, (Ltd.). Cape Town, etc.; B. K. Paul, Calcutta: Potter-Bring & Chem. Corp., Sole Props. ** Post-free, Cuticura Booklet.

PRUSSIAN BUDGET.

INCO E-TAX INCREASE.

Baron von Rheinbaden laid the Prussian Budget before the Diet on January 6th, but he had not so sheerful a story to tell as the last time he faced the House on a similar occasion. He had, he said, pointed out last year that their economic conditions were thealthy, but that sooner or later they must expect a relapse from the extraordinary boon they were experiencing. That had come to pass in the second half of 1907. The falling back had specially affected the iron trade. but the high rate of interest had also seriously. impeded building operations. Fortunately, up to the present great works had managed to get on withou considerable dismissals of hands. The contitions had, however, reacted on the railway, which, in consequence of diminished receipts and increa ed expenditure, would bring in £5,000,0 0 less in the present year than in 1906. The year would, in consequence, close with a deficit £2,000,000 or

This economic slackness would naturally also exercise an influence on the Budget for the coming year. At the same time, they had no grounds for slarm. Agriculture had been strengthened, and that was a guarantee that they could survive bad times. They would do it all the easier if they would keep before their eyes the limitations imposed by their economic development. He could not escape from the feeling that they had got into a habit of living beyond their resources. The first means to restore the equipoise in the Budget was to restrict expenses to the absolutely necessary. All the departments had framed their estimates in accordance with this principle. They must guard themselves against burdening their future too much with debt. as the Empire had done. They could not go on permanently covering extraordinary estimates by means of loans. That they could only do inder very special circumstances. Such, how ever, existed in the present case, and for that reason he would once more have recourse to borrowing for an increase of railway material. They could not, however, cover the entire deficit, which he estimated at £22,000,000 by this means. He proposed to cover the residue of £2,000,000 by a moderate increase of the income tax. 5 The increase was necessary if they were to augment the salaries of officials. religious ministers, and school teachers. That would cost nearly £6, 0,000. Of this they could defray two-thirds out of current means. but it would be necessary to increase the income-tax, in order to provide the remainder. The Finance Minister then proceeded to defend the manner in which the new loan is being issued .- Daily Telegraph.

How to BE BEAUTIFUL-Keep-your complexion, Mrs. Ellen's Crême Charmante, Lait Charmant and Special Skin Tonic and Poudre Charmant will enable you to do it. Her Specialities for the Skin are the study of a ifetime. A. S. Watson & Co., Ltd., Bole Agents

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plied for Cash. Telegraphic Address: Passa. Codes: A.B.C., 5th Ed P.O. Bon, 83. Telephone No. 12.

NEW ADVERTISEMENTS

FIRE INSURANCE ASSOCIATION O HONGKONG.

RACE HOLIDAYS.

NOTICE IS HEREBY GIVEN that FIRE INSURANCE OFFICES will be CLOSED for the Transaction of Public TO-DAY (TUESDAY), TO-MORROW (WEDNESDAY), and THURS-DAY, the 11th, 12th and 13th inst., respectively, at 11.45 A.M.

By Order, A. R. LOWE. Hongkong, 11th February, 1978.

ASSISTANT WANTED.

WANTED for Shangani a General with knowledge of Bookkeeping. "SHANGHAL" Apply to— Care of "Daily Press" Office.

Hongkong, 11th February, 1908. THE TRADE MARKS ORDINANCE,

APPLICATION FOR REGISTRATION OF A TRADE MARK.

MONARCH T DESIGNATION THE THE of Hyracuse, Onondaga New York, V 3.A. have on the 13th day of December, 18-7, applied for the registration in Hongkong in the Register of Trade Marks of the following TRADE MARE:

MONARCH

in the name of THE MONARON TYPEWRITER COMPANY who claim to be the Proprietors

thereof. The Trade Mark has been used by the Applicants in respect of the following Goods :-TTPBWRITING MACRINES in Class 8. Supplies for Typewriting Machines such as INKING RIBBONS and TYPEWRITING CARBON PAPERS in Class 39.

A Facsimile of such Trade Mark can be seen at the Office of the Colonial Secretary of Hongtong. Dated the 6th day of February, 1908.

DEACON, LOOKER & DEACON Solicitors for the Applicants. 355

DOUGLAS STEAMSHIP, COMPANY, LIMITED.

FOR SWATOW

FILE Company's Steamship "HAIMUN, to bedstandid

Captain A. J. Robson, will be de the above Port TO-DAY, the 11th inst., at 10 A.M., instead of as previously advertised. For Freight or Passage, apply to DOUGLAS, LAPRAIK & Co., General Managers. Hengkong, 10th Lebruary, 1908.

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND

YOKOHAMA.

THE Company's Steamship "TONKIN." Captain Charbonnel, will be despatched for the above Ports on or about MONDAY, the

17th February. For Freight or Passage, apply to J. MILLET. Hongkong, 11th February, 1908.

BOSTO V STEAMSHIP COMPANY

NOTICE TO CONSIGNEES. STEAMSHIP "KUMERIC,"

FROM TACOMA, VICTORIA, YOKO HAMA, KOBE, MOJI AND MANILA.

THE above Steamer having arrived, Con-Bigness of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside. Cargo impeding the discharge of the Vessel will be landed and stored at Consigneed rick

and expenses. DODWELL & Co., LTD., Agents.

Hongkong, 10th February, 1948 BACE HOLIDAYS.

THE EXCHANGE BANKS will be 1 - CLOSED for the Transaction of Public Business at 11.45 AM TO-DAY (TUESDAY), TO-MORROW (W | DNESDAY) & THURS. DAY, the 11th, 12th and 13th inst.

Hongkong, 16th F. bruary, 1908. HONGKONG HORTICULTURAL SOCIETY.

THE NNUAL FLOWER and VEGE-TABLE SHOW will be held in the BOTANIC GARDENS ON WEDNESDAY, and THURSDAY, 26th and 27th February. Intending Exhibitors are reminded that information of the Classes in which they intend to exhibit should be sent to the Hon. SECRETARY, 6. Beaconsfield Arced not later than WEDNESDAY, the 19th February. Non Members will be charged an Entrance

Fee of 50 cents for each Class entered. Gardens en red for "Best kept Gardens' will be judged between 20th and 24th February. All Pot Plants must be staged between 9 A.M and 6 P.M. on the 25th February, Vegetables and out ! lowers by 10 A.M. on 26th February. D. GIBBS.

Hougkong, 1 th February, 1908.

Hon. Secretary.

INTIMATIONS

HONGRONG JOOKEY CLUB.

RACE MEETING, 1908. TO-DAY (TURSDAY), TO-MORROW -(-WEDNESDAY), THURSDAY AND SATURDAY (Off-day),

11th, 12th, 13th and 15th FEBRUARY. TICKETS of ADMISSION to the GRAND STAND and ENCLOSURE may be obtained from Messrs, KELLY & WALSH, LD., or at the Gate Price \$7 for the Meeting (excluding the Off-Day), or \$3 per day. Tickets for the Off-Day, \$2.

No one admitted without a Ticket to be shown to the Ticket Inspector at the Gate. T. F. HOUGH,

Clerk of the Course. Hongkong, 8th February, 19 8

HONGKONG JOCKEY CLUB.

FITHE STEWARDS request the pleasure of the presence of the LADIES at the GRAND STAND and the ENCLOSURE during the Races 11th, 12th, 13th and 15th

Members and Members' Wives and Families, FITHE Undersigned, having been appointe Tickets for which are now being sent out with prepared to ACCEPT RISKS against FILE the Members' Tickete.

Alf Tickets must be produced to gain ad-

Epecial a commodat on will be reserved as in recent years for Chinese Ladies and their Female attendants in the Stand erected on the plot of ground next to the I unitano Club T. F. HOUGH.

Clerk of the Course. Hongkong, 8th February, 1968.

HONGKONG JOCKEY CLUB.

O Children under the age of 14 years will be admitted into the Enclosure. T. F. HOUGH, Clerk of the Course.

Hongkong, 8th February, 1908.

HONGKONG JOCKEY CLUB.

O SERVANTS will be allowed inside the ENCLOSURE of the Race: Course during the Race days WITHOUT TICKETS which can be had on application to the Undersigned. These Tickets are only available for servants while in attendance on eir employers or when on duty at the various

Any Chinese found loitering about with Servants' passes in their possession, will forfeit them and the holders thereof will-be-removed from the enclosure. T. F HOUGH.

Clerk of the Course. Hongkong, 8th February, 1908. 338 THE HONGKONG GYMKHANA CLUB.

T the Annual General Meeting of the Above held on FRIDAY, February 7th. 1908, it was decided to hold the FIRST MEETING of the Sesson on SATURDAY, April 4th, 1908, the Second Meeting on Saturday; May 16th, 19 8 and the Third Meeting towards the end of June, 1908. Races confined to Subscription Griffins of the Season 1907-1918 will figure in the Programme of the above and subsequent Meatings. REGINALD F. C. MASTER,

Hon. S-cretary and Treasurer. Hongkong, 10th February, 1908.

CHI WO. & CO.. LINE OF STEAMERS. HONGKONG-MACAO LINE. THE Company's New Steamship

"HOIMING,"

Captain EVANS) Departures from Hongkong to Macao on week days at 8 AM. from Ping On New Wharf and from Macao at 2 P.M. E' CURSIONS TO MACAO

Zvery SUNDAY from Hougkong at 9 A.M. and from Macao at 5 P.M. deprisons, 10th February, 1968

COLD STORAGE.

THE HONGKONG-ICE COMPANY, LTD. have now 40,000 Cubic Feet of Cold Storage available at East Point. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods; WM. PARLANE, Manager. Hongkong, 18th November, 1901

GOSHI-KWAISHA BISHI (G*)*

COAL DEPARTMENT MARUNO-UCHI, TOKIO.

Cable Address, "IWASAKI," which applies to all Branch Offices. Al ABC 5th Ed., Western Union Codeta used All Letters Addressed : MANAGER MITSU BISHI Co. with name of place under.

BRANCH ORFICES: NAGASAKI, MOJI, KOBE, KARATSU SH NGHAI, HONGKONG, & HANKOW.

AGEN CIES:-YOKOHAMA 'M ASADA, Esq. CHINKIANG : Mossrs. GEARING & Co. MANILA: Measts, Macondray & Co. SOLE PROPRIETORS of Takashima Ochi, Shinney, Namasuta and Kami-Yamada Collieries, and also Hojo Colliery, which will shortly be ready to produce on a large scale the

best Buzen Coal Fele Agents for KISHIDAKE COAL. The Head and Branch Offices and the Agencies of the Company will receive any order or sale produced from the above Collieries. T. MATSUKI, Manager, Hongkong, No. 2. Pedder Street.

NOTICES OF FIRMS

PUBLIC AUCTION.

AUCTION

THE Undersigned have received instructions from The REGISTEAR, SUPREME COURT to Sell by Public Auc ion. .

On FRIDAY, the 14th February, 1908, at 11 A.M., on the Premises, THE GOODS AND CHATTELS

OF THE YIK LOON FIRM. Nos. 127 and 129, Second Street,

Comprising:---HORIZONTAL ENGINE and BOILER LATHES. TURNING MACHINES, PLANING MACHINES TOOLS, IRON PLATES, OLD IRON,

TERMS :- As usual. HUGHES & HOUGH. Government Auctioneers. Hongkong, 10th February, 1908. 347

THE GLOBUS INSURANCE COMPAN

at Current Rates. CARLOWITZ & Co Hongkong, 18th August 1906.

FIRE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT BISKS against FIRE at Ourrent Rates.

NORTH BRITISH AND MERCAN TILE INSURANCE COMPANY.

AUTHORISMD CAPITAL ... 23,000,000 SUBSCRIBED CAPITAL ... 2,750,000 PAID-UP CAPITAL

FIRE FUEDS 8,386,720 19 The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Hongkong, 27th April, 1907.

HONGKONG DIRECTORY.

BOOKBINDING.

DAILY PRESS" OFFICE.

IRON MERCHANIS.

singon & co.. tron, Steel. Market.) Telephone No. 515.

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F. A. V. RIBEIRO. (First-floor).

TING. BURGEON DENTIST.

TERMS VERY MODERATE. Consultation Free. Hougkong, 21st September, 1905 1540

DR. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM of DENTISTRY. 33, QUEEN'S ROAD CENTRAL. From the University of Pennsylvania, U.S.A. Hongkong, 17th April, 1907.

NOW READY.

Shows the dates of departure of the Mails to Europe and America, and the data of their expected arrival at their destinations, as well as the dates of return Mails. Mounted on Card ... 80 Cents

On Bale at the Hongkong Daily Press Office Hongkong, 17th January, 1908. IF YOU REQUIRE

STAMP, BIRTHDAY and POSTCARD ALBUMS,

Mechanical Animals, Art Relief Novelties.

in Bage, Packets, Sets; &c. &c. All other Philatelia Goods

GRACA & CO. Hongkong Hotel Corridor.

NOTICE

resigned, cassed to sign our Firm's name per procuration on the lat inst. . We have This Day authorized MR. WILHELM SCHUECHNER and Mr. FRIEDRICH WILHELM PFAFF to Sign our Firm's name per procuration. CARLOWITZ & CO.

have this day admitted Mr. GEORGE EDWARD MORRELL Partnership with us and the Firm's Business will from This Date be carried on under the Firm name of GOLDRING BARLOW AND MORRELL

HONGKONG GENERAL CHAMBER OF COMMERCE.

NOTICE.

EDBERT A. HEWETT,

Chairman.::

INSURANCES

OF HAMBURG.

AACHEN AND MUNICH FIRE IN SURANCE CO. OF AIX LA-CHAPELLE.

REUTER, BROCKELMANN & CO.

Hongkong, 21st April, 1897. TOTAL FUNDS AT SIST DECEMBER, 1908

£17,837,119.

The only office in China having Europeataught workmen Equal to Hom

Metal and Hardwar Merchants. Wholesale and Reta-Ironmongers. Fig Iron and Foundry. Coke Importers, General Store keepers and Commission Agent, 35 & 37. Hing Loong Street (1st Street West of Central

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No. 10. D'AGUILAR STREET

TABLES FOR 1908.

On Paper

ARTISTIC PICTORIAL POSTCARDS POSTCARD PAINTING BOOKS.

POSTAGE STAMPS

Hongkong, let January, 1908.

TAR. GUSTAV BINDER having

Hongkong, China & Japan, lat Febr., 1903.

NOTICE.

GOLDRING & BARLOW.

Hongkong, 1st February, 1908.

THE Secretaryship of the CHAMBER is taken over by Mr. E. A. M WILLIAMS from this date.

Hongkong, 1st February, 1908. - 295 WANTED

WANTED. COMPRADORE required by an Import Merchant (Sundries). Liberal terms

Apply by letter "Compradore," Care of " Daily Press " Office. Hongkoug, 10th February, 1908. WANTED.

COMPETENT BOOKKEEPER and GENERAL OFFICE ABSISTANT. Europeau. Apply by letter- MANAGER, Hongkong Daily Press "Office. Hongkong, 6th February, 1908.

WANTED.

COMPETENT TYPIST and SHORT HAND CLERK. Apply by letter to-"Box 600," Care of "Daily Press" Office. Hongkong, 5th February, 1908. HONGKONG CLUB.

PPLICATIONS will be received by the Undersigned up to the 29th February 1908, for the Post of ACTING SECRETARY to the above Club for Twelve Months from the lat April, 1908 to the 1st April, 1909, with

NOTICE.

the prospect of a permanent appointment as Applicants should be unmarried as residence on the Club Premises is essential. By Order,

Hongkong, 27th January, 1908.

H. GRACE.

PUBLIC COMPANIES HONGKONG AND SHANGHAI BANK-ING CORPORATION.

OTICE IS HEREBY GIVEN the ORDINARY HALF-YEARLY MEETING of the Shareholders in this Corporation will be held at the CITY HALL. Hongkong, on SATURDAY, the 15th day of February, 1908, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts for the year ending 31st December, 1907.

By Order of the Court of Directors, J. R. M. SMITH, Chief Manager. Hongkong, 29th January, 1909.

HONGKONG AND SHANGHAI BANK. ING CORPORATION. NOTICE IS HEREBY GIVEN that the REGISTER of STARES of the Corporation will be CLOSED from MONDAY, the 3rd to the 15th day of February 1908 (both days inclusive), during which period no Transfer of Shares can be

registered. By Order of the Court of Directors, J. R. M. SMITH. Chief Manager. Hongkong, 29th Japuary, 1908.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS. FINE ORDINARY YEARLY MEETING 1 of Shareholders in this Company will be held at the Company's Offices, Queen's Buildings, New Prays, on MONDAY, the 24th February, 1903, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st

December, 1907. The TRANSFER BOOKS of the Company will be CLOSED from the 10th to the 24th February, both days inclusive. By Order of the Board of Directors, THOS. I. ROSE.

Secretary. Hongkong, 3)th January, 1938. HONGKONG CANTON AND MACAO

STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTY-THIRD ORDINARY HALF-YEARLY MEETING of Shareholders in the Company, will be held at the Office of the Company, Hotel Mansions on TUESDAY, the 25th February at 12 o'clock Noon for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, confirming the appointment of a Director and electing Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 12th-to the 25th instant, both days inclusive. By Order of the Board of Directors, W. E. CLARKE. Becretary.

Hongkong, 5th February, 1908.

BANKS

THE TOKOHAMA SPECIE BANK

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TO. 5. ORMSBY TERRACE, Kowloon Cheap Rental. No. 3, PUMJAB BUILDINGS Kowloon. Apply to— SPANISH PROCURATION. Hongkong, 18th October, 1907.

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T ARGE 6 ROOMED HOUSE in best ... locality, facing the Bund. Apply-____X._Y._Z.... German Post Office, Canton.

PRIVATE BOARD AND RESIDENCE

Hengkong, 7th January, 1908.

MRS. GILLANDERS "CLAREMONT" 2 & 4 KENNEDT ROAD. Hongkong, 9th February, 1907.

PROGRESS AT PANAMA.

Continents, The Suez Canal revolutionised world conditions, and the Panama Canal will labour problem, it must be remembered, is "still lately vacated by the Hotel Baltimore, have almost equal influence over future history. unsolved," as admitted in the report, and no The latter differs from the former in one satisfactory recruiting ground, either for white difficulties of quite an unprecedented character. Against this disadvantage, hewever, must be set the fact that its construction is no longer in private hands, but is the task of the wealthiest and one of the strongest of modern Second Floor of No. 8A, DES VŒUX States. There is no question of making it pay ROAD CENTRAL, above the Office of DAVID dividends or of grudging expense, since the United States intend to make the Canal coute qu'il coute

What we are chiefly interested in just now is the actual progress being made and the consequent possibility of seeing the Canal open within the next decade. The United States spent about three years in preliminary work to make the isthmus habitable for white and coloured labourers. This foundation has been well and truly laid, for the scourges which desimated the workers of the previous régimes have been practically eliminated. The next step has been to introduce the latest and most two to the R public of Pausms) was nine and powerful labour-saving machinery for excavation, and a considerable portion of the report just issued is concerned with the work done by the giant steam shovels.

THE CULEBRA CUT. It has been generally considered that the time absorbed by the work will be chiefly determined by the rate of excavation in the Culebra Cut This is the spine of the isthmus—a rocky divide which has to be pierced, and which a dozen years ago seemed to present almost insuperable diffioulties. The giant steam shovels introduced by the United States are now eating away the rock itself with astonishing rapidity, but the figures as to the progress made need careful scruting, and are not to be indiscriminately used in forecasting the date at which the highway from ocean to ocean will be opened. For one thing, the most difficult part of the Culebra Cut work is yet to come. The French company had left a out through the summit, which had first to be widened and then despened, and it is the first part of this task on which nearly all the exeavation has been done. The more difficult section—the deepening, subject to an increasing irruption of water-is as yet hardly, touched. Incidentally it must be remarked that all figures comparing work done in the Culebra section by the French with that of the Americans must be accepted with reservation, since the latter term the whole seven miles of excavation, "Culebra Cut," whereas the French applied that name only to one milwhich contains about half of the total to be excavated, and which represents the greatest difficulty. Mereover, it is not correct to speak of the work done "by the two French companies from 1880 to 1904," since the old French company was only founded on March 3, 1881 and went into liquidation on December 14, 1888. while the second company (founded more for purposes of fresh surveys and retaining the

concession than for active work) began in 1894 and with a limited capital. ... The United States Government had the great advantage of starting work on the basis of thorough surveys and much experimental work done by the French (who had to out down the virgin forest in order to make a beginning), and up to the end of October last, after three years and eight months work they had excavated on the whole Canal about 14,000,000 oubio yards. About forly million cubic yards out of the eighty millions excavated by the French companies are useful to the American scheme, and, in June, 1904 (when work was commenced by the United States), the total amount remaining to be excavated was roughly 111,000,000 onbic yards, of which about 52,000,000 were in the Culebra Cut. Of this total of 111,000,000 a comparatively small amount could be written off at the end of 1906 (three and three quarter millions), but 1907 may see a record of some sixteen millions excavated, and, if that yearly total (with allowance for progressive increase) is taken as a basis it is not upressonable to suppose that six or seven years will suffice to "dig" the

DIFFICULTIES ENCOUNTERED. There are two features in this estimate however, which are not given their full weight by optimists in the canal zone. First, the increasing difficulties of excavation, and the fact that the present high total is chiefly due to the heavy amount of dredging in the Canal, which is by no means the heaviest part of the work. Second the fact that so far the rock and soil excavated cannot be deposited on the site where it will form part of the necessary dams for the very good reason that the present scheme for dama is subject to revision. The soil sucked up by pipe-line dredging was to be brought to the site of the Gatun dam, and it is stated (not officially) that a long trestle has been built from which railway trains are dumping rock and earth on the dam site. The model for this Gatan dam which is an essential feature of the scheme now under consideration, is a dam at Wachusset Mass., and this model disappointed its constructor by collappsing ises summer, without any special pressure, so that it is only reasonable to suppose that the Gatun dam is a subject of some misgiving. Nothing is said about this important question in the report, and, in view of the fact that the majority of engineers on the consulting board were opposed to the scheme and that it was carried through the influence of a minority headed by the designer of the Wachusse't dam, there can be no doubt that the site of the great earth mound which is to control the Chagres River, and even the design of the mound itself, are not sufficiently certain to justify time and money spent in conveying material to them. The most recent reports regarding the foundation for the proposed dam ! are unfavourable, and the writer from the isthmus already quoted remarks that the " principal part" will rest upon earth, while other observers believe that the whole dam will have an unsatisfactor toundation, as the rocky bed is some 300ft. lower. Another point continually undergoing regision is the size of the looks, which had been increased materially since the date of the report.

MILITARY CONTROL. A most important factor in caval construction has undergone complete transformation in the past year, as the work has been transferred entirely to military control, and a military engineer, Colonel Goethals, is now chairman of the Commission on which there are two other Army engineers, one naval engineer, one Army medical officer, and two civilians-one an ex-Senator. The Commission now lives on the isthmus, and is rendered more efficient by the fact that it has an engineer and administrator at its head who can command a majority in the Commission and enforce discipline. Only the

law department is now at Washington. This drastic change took place after a number Mr. R. A. Colquhoun writes in the Times :- of transformation, and whatever may be The Isthmian Canal Commission has just thought as to the comparative desirability issued a report for the fiscal year ending June, of carying a work out through a military or 30, 1907, and almost simultaneously have civil agency, there can be no doubt that appeared certain "inspired" accounts of the it has out the Gordian knot for the work now proceeding and forecasts as to its United States. The Army engineers cannot completion. The Panama Canal, although it is change, or be changed, with the chameleon-like to be built and controlled by the United States, rapidity of the former personnel. The report is no mere affair of domestic interest and is largely concerned with showing the superior importance. It is not too much to say that the economy and speed of work done by Government whole world is interested in the solution of the over that of private contractors, but, as a problem of opening a channel through the matter of fact, responsible private contractors narrow neck which joins the two American did not tender for the work as the conditions appeared too complicated and onerons. The important respect, that it presents engineering or coloured labour, has yet been found which can be expected to meet the enormous demands to be made on it during the construction of the Canal. The subject of Government versus contractor is a contreversial one in which public opinion, in this country, at all events, inclines strongly in favour of the latter, but there are ample grounds beyond those given in

the report for justifying the course taken by

the United States. FINANCIAL ASPECT. A few words may be said as to finance, although all estimates under this head are purely conjectural, while the actual type of canal to be built remains open to discussion. Up to Merch, 1907, the sum appropriated by Congress was sixteen millions sterling, including one million loaned to the Panama Railway Company. The sum expended up to June, 1907 (excluding eight millions paid to the French company and three-quarter millions, so that a third of the total estimate of twenty eight millions sterling has already been reached. Of the amount expended about six millions went on actual canal construction, two million on anxiliary engineering works, one millions one bundred thousand on sanitation, and nearly half a million on civil administration. A noon-official estimate of the expinditure of the year July, 1907, to Jane, 1908, is not far short of seven millions, but even putting it at six millions per annum it will not take long to exhaust the eighteen millions left out of the origi al estimate sanctioned by Congress. Moreover, ne adequate provision has ever been made for compensation for the immense area to be flooded by the great lake which forms part of the present scheme or for the increased size of the looks. The financial aspect of the case is not, hewever, a serious consideration for a country as the United States, but there is, even at this stage, abundant evidence that the estimate for the present scheme was much too

Finally, one must pay a tribute to the zeal and energy with which difficulties (not mentioned in this article) are now being met, and which promise under the present regime a continuous and progressive rate of work on the greatest engineering task of modern times.

> ONE GOOD TURN DESERVES ANOTHER.

A London contemporary writes :- A strange thing is about to happen. We who send missionaries to the uttermost ends of the earth to convert the heathen are about to receive a visit from a missioner—a Buddhist dignitary, who is a European in full orders of the Buddhist priesthood. He is to seek converts throughout the kingdom. The methods of our missionaries abroad are so often criticised, by none more acutely than by our friends the Japanese. that it will be worth while to note Buddhist procedure. One of the pillars of Modern 3uddhism—there are two schools—Prince Damrong, brother of the King of Siam, told us some years ago, after a stry in England, what he thought of our system. Buddhism, he says, condemns no other religion. Christian missionaries, he complains, 'begin by preaching that all we know and all our belief is false, and that there is only one truth—the faith which they propose to us, Then, after having said this, they establish schools, and do some good things. They ought to act in the opposite way-to do good things, to open schools, then reconcile Buddhism and Christianity, teaching what is good in one without condemning what is good in the other."

The cry of poverty which our poor clergy raise hardly appeals to the good Buddhist. Their priests are among the poorest learned men in the world. Their salaries are small," says Prices Damrong, "and you will have an id a of it when I tell you that the Archbishop, or chief of our priesthood at Ban kok, the head of our entire clergy, has but £70 a year." Our Primate receives £15,000 a year, and is poor on it. But then the Buddhist priest keeps within his temple; he takes no part in public life; he is a reciuse in teeming cities; social life and hospitality have no claim upon him. He simply preaches. and traches and directs the services in the temple. Bud iba is not a god; he is not a spirit; he has no existence; yet prayers are addressed. to him and sacrifices made before his relies upon scale of extracagance inconsist of with the economy of the priests. One royal devotee made an offering of 6,480,32) flowers before the shrine of the tooth in the temple of Ceylon. At another temple it was provided that there should be offered every day 100,000 flowers, and each day a different flower. For good or evil Buddhism is, as regards the numbers of its adherents, the prevailing religion of the world: it numbers 500,000,000 followers, one-third of the entire human family.

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CODE WORD: "DOCK," A.1, A.B.C., and Engineering Code Used NEW DOCK NOW OPEN.

DOCK No. 3. Extreme Longth ... Length on Blocks Width of Entrance on Top Width of Entrance on Bottom ... Water on Blocks at Spring Tide 344

Extreme Length ...

Length on Blocks Width of Entrance on Top Width of Entrance on Bottom ... Water on Blocks at Spring Tide DOCK No. 2 Extreme Length ...

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Longier on Blocks Width of Entrance on Top Width of Entrance on Bottom ... Water on Blocks at Spring Tide PATENT SLIP. Buitable for vessels up to 1,000 THE WOILKS are well equipped with

LATEST PLANTS and APPLI ANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL WORK. A LARGE STOCK of MATERIAL is

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7.50 British Journal of Photo. Almanack, 1908 The "Daily Mail" Year Book 1 ... 40 5.00 RACE BO)KS and TICKETS

KUMERIC, British sir., 4,005, F. B. Cowley, 9th Fob. Seattle, 19th Dec. and Manila 7th Fab., Flour, &c.-Dodwell & Co. Kowloon, German str., loth Feb. Canton. LOONGRAND, British str., 1,092, Payne; 10th

February-Manila 7th February, Sugar, Hemp & General-Jardine, Matheson & Co. MATHILDE. German str, 831, A. P.-Ulderup, 16th February-Haiphong and Hoihow 9th February, General-Jeosen & Co. PALAWAN, British str., 2,995, C. R. Longdon, R.N.R. Joth February -- Yokohama 27th

Jan. General-P. & O. S. N. Co. PRINZ HEINRICH, German, str., 3,902, Paul-Grosch, 10th February-Yokohama and Shanghai 8th Feb., General Melohers &

Rubi, Brifish str., 1,611, R. W. Almond, 10th February-Manila 7th Feb., General-Slean, Tomes & Co. WAISHING British str., 10th Feb .- Canton.

YEBOSHI MARU, Japanese str., 2,992, B. Kori, 10th February-Bombay and Singapore 4th Feb., General-Nippon Yusen Kaishs.

CLEARANCES AT THE HARBOUR MASTER'S OFFICE. 10th February.

Calchas, Brilish str., for Singapore. Haimun, British str., for Swatow. Kowloon, German-str., for Chinkiang. Shoshu Maru, Japanese str., for Swatow. Suisang, British str., for Hougey. Taisang, British str., for Amoy. Tjilatjap, Dutch str, for Batavia. Waishing, British str., for Shanghai. Yeboshi Maru, Japanese str., for Shanghai.

> DEPARTURES. 10th February.

CHINUEN, Clinese str., for Shanghai. GLENLOCHY, British str., for Shanghai. Yochow, British str., for Ningpo.

SHIPPING REPORTS. The British etr. Fausang reports: Moderate Easterly monsoon and ses. The British str. Loongsang reports : Moderate monsoon and sea and fine weather. The British str. Kumeric reports: Very bad crossing, decks swept, bridge smashed up, glass as low as 28.60' on one occasion, on new year's the 2nd, mate washed out of his bunk and

his soon smashed up by heavy sea.

VESSELS IN DOCK. February 10th.

ABBRDSEN DOCKS. - Nerite. ROWLOON DOCKS-Neil Mclecd, Persia, Amigo, Borsogon. Tsintau, Cyktop, Shantung. COSMOPOLITAN DOCKS.—Chipshing.

CHINA & MANILA STEAMSHIP COMPANY, LTD.

A-CARNIVAL WILL BE HELD IN

MANILA under Government Auspines com mencing on the 27TH FEBRUARY, 1908.

S an inducement to Hongkong residents A to patronize this important event besides enjoying a holiday of reasonable length we have decided to despatch our Steamer "ZAFIRO" for a special Carnival trip, leaving Hongkong at 4 P.M. on the afternoon of SATURDAY, the 22nd February. The ZAFIRO" will reach Manila on TUESDAY morning and in order that the full round of festivities may be enjoyed we shall not despatch the steamer from Manila until 2 A.M. on the morning of TUESDAY, 3RD MARCH. She will reach Hongkong again at Daylight on THURSDAY, the 5th March. We have arranged a Special Fare for this round trip of \$50, and Passengers, should they so desire, may make arrangements to remain on board during the steamer's stay in Manila. For further particulars, apply to the Undersigned.

SHEWAN, TOMES & Co., General Managers. Hongkong, 22nd January, 1908. 1969-249.

VESSELS ON THE BERTH

REGULAR STEAMSHIP SERVICE WITH LIBERTY TO CALL AT MALABA!

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK. S.S. BHIMOSA" 12th February. For Freight and further information, apply CODWELL & CO., LD.,

Agen's. Hongkong 21st January, 10 8.



GATION COMPANY. STEAM TO

SHANGHAI, YOKOHAMA AND KOBE.

FITHE Company's Steamship

" " VORWAERTS," Capt. Bednarz, will leave for the above places on FRIDAY, the 14th inst., A.M. This Steamer has rplendid accommodation for passengers, electric light, and carries a doctor and stewardess.

For Freight or Passage, apply to SANDER, WIELER & CO. Prince's Building. Hongkong, 7th February, 1968.

"INDRA" LINE LIMITED.

FOR NEW YORK VIA SUEZ CANAL. WITH LIBERTY TO CALL AT MALABAR COAST.

HE Steamship "INDRANI" Captain MacFarlane, will be despatched as

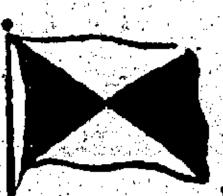
above on SATURDAY, the 22nd February, at 3 P.M., instead of as previously advertised. For Freight, apply to JARDINE, MATHESON & Co.

Agents. Hongkong, 6th February, 1908,

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into F ar Sections commen ing from Green Island. Vessels anchoring nearest wowloon are marked 'k nearest Hongkong "h" midway between Hongkong and Ko . Don "m," and these vessels berthed at the Kowloon Wharf "k,w." tog other with the nun ber denoting she section. SECTIONS. 2 From Harbour Mas'-r's t. Blake Pier, 3 From Blake Pier t. Naval Yard 4 From Naval Vard to East Point. 1 From Green Island to the Harbour Master's

Destination	THESEL'S NAMES	PLAG & RIG	FLAG & BIG	CAPTAIN	FOR PREIGHT APPLY TO	TO BE DESPATORED	
							E
LONDON, ANTWERP & HAMBURG	FLINTSHIRE	Brit, écr	_		SHEWAN, Tomes & Co	On 20th inst.	
LONDON &C., VIA USUAL PORTS OF CALL	DEVANHA	Brit. str.		T. H. Hide, R.N.R.	P. & O. S. N. Co.	On 22nd inst, at Noon.	,
Marseilles, Londo - & Antwerp via Singapore & C. Marseilles, London. & Antwerp via Singapore & C.	BINGO MARU,	Brit. str Jap. str		,	P. &. O. S. N. Co	To-day, at Noon. On 18th inst., at D'light	1
Marseilles, London & Antwerp via Singapore, &c.	KAWACHI MARU	Jap. str		H. Petersen	NIPPON YUSEN KAISAA	On 4th Mar., at D'light	10
MARSEILLES, HAVRE & HAMBURG, &c MARSEILLES, &c., VIA PORTS OF CALL	SAXONIA	Ger. str.		Maguen	Hamburg-Amerika Linie Messageries Maritimes	On 18th inst., at 1 P.M.	`
-MARSEILLES, HAVRE & COPENHAGEN &c	PETRONIA	Dan. str	<u> </u>	H. Pybus	MELCHERS & Co	On 21st inst.	
MARSEILLES, PLYMOUTH, HAVRE & HAMBURG &C ROTTERDAM & HAMBURG VIA STRAITS, &c	AMBRIA	Ger. str		v. Hoff Schwingbammer	HAMBURG-AMERIKA LINIR	On 26th inst. On 10th March:	\ _
HAVRE, BREMEN & HAMBURG VIA. STRAITS, &c.	SLAVONIA	Ger. str	k.w.	Kotste,	HAMBURG-AMERIKA LINIE	On 3rd March.	
BREMEN & HAMBURG VIA STRAITS, &c	PRINZ HEINRICH	Ger, str			Hamburg-Amerika Linin Melcherb & Co	On 24th inst. To-morrow at Noon.	-
TRIESTE, &c., via SINGAPORE, &c	AUSTRIA	Aus. str		Gillhuber	SANDER, WIELER & Co	About 24th inst.	10
BOSTON & NEW YORK BOSTON & NEW YORK VIA PORTS & SUEZ CANAL	Kennedec	Brit. str Brit. str			-Dodwell & Co., Ltd	To-morrow, About 7th Maach.	"
NEW YORK VIA SUEZ CANAL	Indrani	Brit. str	-	MacFarlane	JABDINE, MATHESON & Co., LD.	On 22nd inst., at 3 P.M.	
VANCOUVER VIA BHANGHAI JAPAN, &c	SAINT PATRICK EMPRESS OF JAPAN	Brit. str Brit. str			SHEWAN, TOMES & CO	About 16th March. On 13th inst., at 4 P.M.	: دا
VANCOUVER VIA SHANGHAI JAPAN, &c	LENNOX	Brit. str	1 _ 1		CANADIAN PACIFIC R. Co	On 25th Mar., at Noon.	
VICTORIA (B.C.) & TACOMA VIA JAPAN	TALG: MARU	Am. str		Cowley ,	Nippon Yusan Kahha	On 13th inst. On 18th inst., at 4 P.M.	
VICTORIA, B.C., & SEATTLE, WASH., &c VICTORIA, B.C., & SEATTLE, WASH., &c	AKI MARU	Jap. str		M. Yagi	NIPPON TUSEN KAISHA	On 3rd Mar., at 4 P.M.	
CALLAO AND IQUIQUE, VIA JAPAN PORTS, &c.	KASATO MARU	Jap. str Brit. str		D. Mori	TOYO KISEN KAISHA	Sometime in March. To-day, at Neon.	
AUSTRALIAN PORTS VIA MANILA AUSTRALIAN PORTS VIA MANILA	KAMANO MABU	Jap. at		G. W. Eidy N. Mathieson	NIPPON YUSEN KAISHA	On 21st inst., at Noon.	-
AUSTRALIAN PORTS VIA MANILA		Ger. str	1	D. Lenz	MELCHERS & Co	On 27th inst, at 5 P.M. On 29th inst., at Noon.	1
AUSTRALIAN PORTS VIA PORT DARWIN &C.		Brit. str			NIPPON YUSEN KAISHA	On 20th Mar, at Noon.	
NAGASAKI, KOBE & YOKOHAMA	YAWATA MABU	Jap. str		Capt. K. Homma	NIPPON YUSEN KAISHA	On 19th inst., at Noon.	
TSINGTAO & CHEFOO	TJIPANAS	Dut. str Brit. str		Pand r		Quick despatch. To-day, at 4 P.M.	
CHINKIANG	Kowloon	Ger. str	., k. w.	T. Stehr	HAMBURG-AMERIKA LINIB	To-day.	
SHANGHAI VIA SWATOW, AMOY & FOOCHOW SHANGHAI VIA SWATOW	1 	Jap. str. Brit. str.		M. Nemoto		To-day, at 9 A.M. To-day, at Noon.	1
SHANGHAI VIA NINGPO	HANGSANG	Brit, str	.	A. E. Sandbach	JARDINE, MATHESON & Co., LD.	To-day, at 4 P.M.	
SHANGHAI & CHINKIANG	1 77	Brit. str Brit. str	-	Mawley H. A. Wali	BUTTERFIELD & SWIRE	To-day, at 4 P.M. To-day at 4 P.M.	. .
SHANGHAI	SHAOHBING	Brit. str	. l m	L. D. Northcembe	BUTTERFIELD & SWIRE	On 13th inst., at 4 P.M.	1
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	GOEBEN	Ger. str Brit. str	410	A. Stott	BUTTERFIELD & SWIBE	About 12th inst. On 14th inst., at 4 P.M.	. د ا
SHANGHAI. YOKOHAMA & KOBE	VORWARRTS	Aus. str		B. Bednarz	SANDER, WIELER & CO	On 14th inst., A.M.	
SHANGHAI. YOKOHAMA KOBE & MOJI	KUTSANG WITH	Brit. str Dan. str			Jardine, Matheson & Co. Ld. Melches & Co.	On 14th inst., at 4 P.M. On 13th inst.	
SHANGHAL YOKOHAMA, & KOBE		Brit. str		F. F. Andrews, R.N.B	P. & O. S. N. Co	About 16th inst.	1
SHANGHAI. KOBE & YOKOHAMA	TONKIN	Fren.str Ger. str		Charbonnel	Messagrries Maritimes Hamburg-Ambrika Linis	About 17th inst. On 20th inst.	
SHANGHAI. YOKOHAMA & KOBE		Brit. str	`i	J. D. Andrews, R.N.R.	P. & O. S. N. Co	About 21st inst.	1
SHANGHAI, YOKOHAMA & KOBE	HOHENSTAUFEN	Ger. str Brit. str		Jager		On 22nd inst. To-day, at 10 A.M.	1
WOTAWS WOTAWS WOTAWS	HUPEH	Brit. str.		Spink		On 14th inst., at 10 A.M.	
MANILA	TRAN	Brit. str	- , -	A. Sommerville		On 14th inst, at 4 P.M.	-
MANILA		Brit. str Brit. str		S. J. Payne		On 15th inst	1
MANILA	TAMING	Brit. etr.	· for the contract of	A. W. Outerbridge		On 18th inst., at 4 P.M.	
MANILA		Brit. str Brit. str		Rodger	JARDINE, MATHESON & Co., LD SHEWAN TOMES & Co.	On 21st inst., at 4 P.M. On 22nd inst.	-
CERU & ILOILO	KAIFONG	Brit. str	1 m.	Mathias	. BUTTERFIELD & SWIER	On 15th inst., at 4 P.M.	<u> </u>
SANDAKAN	BORREO	Brit. str.		R. Houghton	JARDINE, MATHESON & Co., LD. MELCHERS & Co.		
BOMBAY VIA SINGAPORE & PENANG	LEYANZO	Ital. str.		Belaito	. CABLOWITZ & CO	To-morrow, at Noon.	
BOMBAY VA SINGAPORE, PENANG, &c		Jap, 81r. Brit. str.		Capt. T. Arakawa M. B. Lake	Nippon Yusen Kaisha Jardine, Matheson & Co., Ld.	On 16th inst. On 20th inst., at 3 P.M.	
BATAVIA, CHERIBON, SAMARANG, &c			· · · · · · · · · · · · · · · · · · ·		JAVA-CHINA-JAPAN LIJN		1
TACORTANTZANA	DA A NT	TTA		A CIPII A		\mathbf{A}	



HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Salcon midships, Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-todate arrangements for comfort of Passengers.

CHINA AND MANILA

		ST	EAMSHIP CO	DMANY, LIM	ITED
	6.TAMSHIP	Tons.	CAPTAIN	FOR	SAILING DATE.
	RUBI	2540	R. W. Almond.	Manila	On 15th February.
- !	ZAFIRO	2540	Rodger	Manila	On 22nd February.

Hungkong, 10th February, 19:8

For Freight or Passage apply to

SHEWAN, TOMES & CO... GENERAL MANAGERS

HONGKUNG-NEW YOKK. AMERICAN ASIATIC STEAMSHIP COMPANY

FOR NEW YORK 'VIA PORTS AND SUEZ CANAL

WITH LIBERTY TO CALL AT THE MALABAR COAST). S.S. "SAINT PATRIOK About 16th March.

GENERAL ACENTS.

For freight and forther information apply to SHEWAN TOMES & CO.

Hongkong, 28th January, 1908

RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY-SPEED-PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER Il days Across the Pacific is the "EMPRESS LINE." Saving 5 to 10 days' Ocean Travel. 11 DAYS YOKOHAMA to VANGOUVER. 18 DAYS HONGKONG-to-VANCOUVER.

R.M.S.	PROPOSED SAILINGS.	(Subject to Alteration). LEAVE HONGKONG ARRIVE VANCOUVE
"EMPRESS OF "EMPRESS OF "LENNOX"" "EMPRESS OF "MONTEAGLE" "EMPRESS OF "GLENFARG"	CHINA" 6,000 3,700 6,000 6,163 JAPAN" 6,000	THURSDAY, 13th Febr. 2nd March THURSDAY, 12th March 30th March WEDNESDAY, 25th March 23rd April THURSDAY, 9th April 27th April WEDNESDAY, 22nd April 10th May THURSDAY, 7th May 25th May WEDNESDAY, 20th May 18th June

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THE Quickest route to CANADA, UNITED STATES and EUROPE, calling SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN). KOBF. YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPRESS" Steamships. 14.500 tons register. The through transit to LIVERPOOL being 221 days from YOKOHAMA and 294 days from HONGKONG.

Hongkong to London, 1st Class vis St. Lawrence River Lines or New York £71.10 Intermediate on Steamers? . £40, , £42. and let Class Railways ... First Class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

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D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Prays opposite Blake Pier. EAST ASIATIC CO., LD., COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.-

EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOCK.

GOTHENBURG.

SAILINGS FROM HONGKONG.

SUBJECT TO	ALTERATION.
Destination	STRAMBES DATE OF SAILING.
SHANGHAI, YOKOHAMA & KOBE	"CATHAY" On 13th February,
MARSEILLES, HAVRE)	"PETRONIA" On 21st February.
-COPENHAGEN & St. Peterseurg }	

For Further Particulars, apply to Hongkong, 4th February, 1908.

MELOHERS & CO.

AGENTS.

NORTHERN PACIFIC LINE.

EOSTON STEAMSHIP COMPANY. CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA. B.C. AND TACOMA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captain.	Sailing Date.
† KUMERIC	6,232 9,606 9,606	Cowley	On 13th February. On 21st February. On 17th March.
1 SUVERIC	6,282	W. Shotton Cargo only.	On 9th April.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINF, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

* The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at s'a Electric fun in each room. Barber's shop and steam laundry. Cargo carrier in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA. For further information apply to-

Hongkong, 7th February, 1908.

GENERAL AGENTS. QUEEN'S BUILDINGS. INDO-CHINA STEAM NAV. CO. LD.

DODWELL & CO., LIMITED,

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

SHANGHAL VIA SWATOW...... "WAISHING"... Tuesday, 11th Febr., Noon, SHANGHAL VIA NINGPO...... "HANGSANG"... Tuesday, 11th Febr., 4 P.M. * MANILA "LOONGSANG" Friday, 14th Feb., 4 P.M. * SINGAPORE, PENANG & CALCUTTA" NAMSANG" ... Thursday, 20th Febr., 3 P.M. "YUENSANG" ... Friday, 21st Febr., 4 P.M. FOR THE MANILA CARNIVAL.

A Special reduced fare of \$50 for Return Passenges will be issued for our Sailings to Manila

of the 21st and 28th instant, available for 30 days from date of issue. Passengers taking out these tickets are exempt from the Head Tax. * These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

+ Taking Cargo ou Through Bills of Lisding to Yangtese Ports, Chefoo, and Tientsin via Chingwaniau. I Taking Cargo on Through Bills of Lading to Kudat, Lahad, Datu, Simporns. Tawao. Usukan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS. Hongkong, 11th February, 1:04.

VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA. (Florio and Rubattino United Companies.)

STEAM FOR BOMBAY, VIA SINGA. PORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESRINA, NAPLES, LEGHORN and GENOA MISO VENICE and TRIESTS, all MEDITES. RANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS UP to CALLAO. (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and

MALAGA.)

TITHE Steamship

Captain Belsito, will be despatched as above on WEDNESDAY, the 12th Febr., at Noon. For further particulars regarding Freight and Passage, apply to CARLOWITZ & Co.

Hongkong, 31st January, 1908.

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.



STEAM FOR SAIGON SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA EGYPT ADEN, MARSEILLES, LONDON HAVRE, BORDEAUX MEDITERRANEAN AND BLACK SEA PORTS

THE Steamship

"OCEANIEN."

Captain Maguen, will be despatched for MARSEILLES, on TUESDAY, the 18th February, at 1 P.M. Passage tickets and through Bills of Lading

issued for above ports and for Australia with prompt transhipment at Colombo. Cargo also booked for principal places in Next sailings will be as follows:-

8.S. "ERNEST SIMONS" ... 3rd March. S.S. "TONKIN" 17th March. S.S. "POLYNESIEN" 3lst March. of a Millet, Agent.

· Hongkong, 7th February, 1908. THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY. STEAM FOR STRAITS, CEYLON, AUS-TRALIA, INDIA, ADEN, EGYPT.

MEDITERRANEAN PORTS, PLYMOUTH AND LONDON PHROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINUNTAL, AMBRICAN AND SOUTH AFRICAN PORTS.

HE Steamship

"DEVANHA." Captain T. H. Hide, R.N.R. carrying His Majesty's Mails, will be despatched from this for Bombay &c. on SATURDAY. the 22nd February passengers and cargo for the above ports connection with the Company s.s. "Britannia," 7,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuables, all cargo for France and Tes for London (under arrangement) will be transhipped at Columbo into the mail steamer proceeding to Marseilles and Londov, other

cargo for London, &c., will be conveyed from Bombay by the R.M.S. "ARABIA." due in London on 4th April, 1908. Parcels will be received at this Office until 4 P.M. the day before sailing. The contents. and value of all packages are required. For further particulars, apply to

E. A. HEWETT. Superintender t. Hongkong, 10th February, 19(8.



AUSTRIAN LLOYD'S STEAM NAVI GATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT) Calling at SINGAPORE. PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID. Taking Cargo at through rates to the BRAZILS

to PERSIAN GULF, RED SEA, BLACK

SHA, LEVANT, VENICE and ADRIATIC

Ports. THE Company's Steamship

AUSTRIA,"

Capt. Gillhuber, will be despatched as aboveon or about MONDAY, the 24th February. This steamer has capital accommodation for passengers, electric light and carries a doctor and stewardess. For information as to Passage and Frei. ht

SANDER, WIELER & Co., Agents. Princes Buildings. Hongkong, 29th January, 1908,

EASTERN AND AUSTRALIAN STEAM

SHIP COMPANY, LIMITED. FOR SYDNEY A'D MELBOURNE Calling at PORT DARWIN, and QUEENS-LAND PORTS, and taking through Cargo to Adelaide, New Zealand,

TASMANIA, &c.)

HE Steamship

"EASTERN," Captain MeArthur, will be despatched as above SATURDAY, the 29th inst., at Noon. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in statercoms. For Passage, apply to
GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 5th February, 1968.

PENINSULAR AND STEAM NAVIGATION COMPANY.

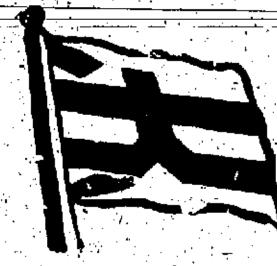
MARSEILLES, LONDON and ANTWERP VIA SINGA- PORE, PENANG, COLOMBO Capt. C. R. Longdon, R.N.R. Febr. Page SHANGHAI, MOJI, KOBE MANILA and YOKOHAMA Capt. F. E. Andrews, R.N.R. Febr. Pas SHANGHAI DELHI Capt. J. D. Andrews, R.N.R. Febr. Pas LONDON VIA USUAL PORTS DEVANHA Roll Febr. Pas For further Particulars, apply to E. A. HEWETT,	
ANTWERP VIA SINGA- PALAWAN NOON, 11th Preight PORE, PENANG, COLOMBO Capt. C. R. Longdon, R.N.R. Febr. Parameter Said Capt. C. R. Longdon, R.N.R. Febr. Parameter Said Capt. C. R. Longdon, R.N.R. About 16th Freight and YOKOHAMA Capt. F. E. Andrews, R.N.R. Febr. Parameter Said Capt. J. D. Andrews, R.N.R. Febr. Parameter Capt. J. D. Andrews, R.N.R. Febr. Parameter Capt. T. H. Nide, R.N.R. Febr. Advertise For further Particulars, apply to	KS.
ANTWERP VIA SINGA- PATAWAN NOON, 11th Freight PORE, PENANG, COLOMBO Capt. C. R. Longdon, R.N.R. Febr. Parameter Parameters of Capt. C. R. Longdon, R.N.R. Febr. Parameter Parameters of Capt. F. E. Andrews, R.N.R. Febr. Parameters of Capt. J. D. Andrews, R.N.R. Febr. Parameters of Capt. J. D. Andrews, R.N.R. Febr. Parameters of Capt. T. H. Nide, R.N.R. Febr. Advertise For further Particulars, apply to	$\langle \cdot, \cdot \rangle$
BHANGHAI, MOJI, KOBE MANILA About 16th Freight and YOKOHAMA Capt. F. E. Andrews, R.N.E. Febr. Pass Capt. J. D. Andrews, R.N.E. Febr. Freight Capt. J. D. Andrews, R.N.E. Febr. Pass ONDON VIA USUAL PORTS DEVANHA Pass Capt. T. H. Nide, R.N.E. Febr. Advertise For further Particulars, apply to	and
HANGHAI, MOJI, KOBE MANILA About 16th Freight and YOKOHAMA Capt. F. E. Andrews, R.N.E. About 21st Freight Capt. J. D. Andrews, R.N.E. Febr. Pas ONDON VIA USUAL PORTS DEVANHA Nide, n.N.R. Neon: 22nd See Specific Capt. T. H. Nide, n.N.R. Febr. Advertise For further Particulars, apply to	sage.
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E. A. ILEWETT,	∦ . ∸
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Superintender	u.
Hougkong. 10th February, 19 \$	1 567
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CETTAL ATTACKED A TELEPONT CO	

NAVIGATION CO., UHINA LIMITED.

FOB	STEAMEDS	TO SAIL
MANILA ZAMBOANGA, PORTY		
DARWIN, THURSDAY ISLAND		
COOKTOW-N, CAIRNS,		
TOWNSVILLE, BRISBANE,	444	
SYDNEY, HOBART, LAUNCE	"! "CHANGSHA" On	llth Febr., Noon
STON, NEW ZEALAND,	The state of the s	Andrew Market Commencer Co
MELBOURNE ADELAIDE,		
and PERTH		
TSINGTAU and CHEFOO	"KWEIYANG" On	11th Febr., 4 P.M.
SHANGHAI AND CHINKIANG.	+ "HANGCHOW" A.	11th Daha 1
SHANGHAI. MANILA SHANGHAI HOLHOW 2 WALDWONG	f "KIUKIANG" On	11th Febr., 4 P.M.
MANILA	"TEAN" " On	llth Febr. 4 P.M.
BHANGHAI	"SHAOHSING" Ox	18th Febr., 4 F.M.
HOIHOW and HAIPHONG	"HUPEH" On	14th Febr., 19 1. w.
HOIHOW and HAIPHONG SHANGHAI CEBU and ILOILO	"KWANGSE" On	14th Febr., 4 R.M.
CEBU and ILOILO	"KAIFONG" On	15th Febr., 4 P.M.
	' TAMING On	18th Fabr. 4 Par
. The energy of T seems for it illes	leu lo lue subarior accommodat	JOH ATTAPAN IN these
ateamors, which are litted throughout with	Electric Light, Unrivalled Table	o. A duly qualified
ourgeon is carried.		
† Taking Cargo on through bills of lad	ing to all Yangtese and Northern	China Ports
I Taking Cargo and Passengers at th	rough rates or all New Zeals	nd Ports and other
Australian Forts.	A STATE OF THE PARTY OF THE PAR	
REDUCED SALOON FARES, SIN	NOLE AND RETURN, TO	MANILA ANI

AUSTRALIAN PORTS.

...For Freight or Passage, apply to BUTTERFIELD & SWIRE Hongkong, 11th February, 19(8,. AGENTS.



OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA,

PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.

THE CO.'S E.S. LHAVING † SHANGHAI VIA SWATOW, ("SHOSHU MARU" TUESDAY, 11th Febr.,

AMOY AND FOOCHOW Capt. M. Namoto * These Steamers have excellent accommodation for First and Second Class Passengers, and

are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

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Hongkong, 10th February, 1902. T. ARIMA, Manager. 18

HAMBURG-AMERIKA LINIE, HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via SURAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Gergo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genos, and other Mediterranean, Levantine, Black Sea and Bultic Ports.

and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service," to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

ALASE CILIAR	Ç
OUTWARD.	
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SAMBIA 20th Febr	
FOR SHANGHAI, YOROHAMA & KOBB:	
HOHENSTAUFEN 22md Febr	1
FOR SHANGHAI, YOKOHAMA & KOBE: BELGRAVIA 5th March	,
The state of the s	* / ₂

HOMEWARD. POR MARSEILLES, HAVEE & HAMBURG: S.S. SAXONIA ... 18th Febr. FOR BREMEN & HAMBURG'; S.S. SPEZIA... 24th Febr FOR MARSEILLES, PLYMOUTH, HAVEE & HAMBURG: S.S. RHENANIA 26th Febr. FOR HAVEE BREMEN & HAMBURG:

SS. SLAVONIA 3rd March. FOR ROTTEBDAM & HAMBERG: 8.8 AMBRIA... /... 10th March. COAST SERVICE.

S.S. KOWLOON ... FOR CHINGKIANG ... On 11th February. Freight For Further Particulars, apply to-HAMBURG-AMERIKA

LINIE. Hongkong, 11th February, 1928.

NORDDEUTSCHER LLOYD. BREMEN. IMPERIAL GERMAN MAIL

FOR	STELMERS .	TO BAIL.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"PRINZ HEINRICH"	Wed'day. 12th. Febr., at Noon.
SHANGHAL, NAGASAKI, KOBE	"GOEBEN" Capt. WILHELMI	About Wed'day
KUDAT and SANDAKAN	"BORNEO" Capt. F. SEMBILL	Middle of Feb.
MANILA, NEWGUINEA, BRIS- BANE, SYDNEY & MELBOURNE	"PRINZ SIGISMUND" Capt. D. LENZ	Thursday, 27th Febr., at 5 P.M.
For further Particulars apply to		

NORDDEUTSCHER LLOYD, MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA. relonghong, 5th February, 1908.

YUSEN KAISHA, MAIL STEAMSHIP COMPANY.)

PROJECTED SAILINGS FROM HUNGKONG-SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES 1908
MARSEILLES, LONDON and	(BINGO MARU	CHECK TO THE STATE OF THE PARTY OF THE STATE
MARSEILLES, LONDON and ANTWERP, via SINGA. PENANG,	Capt. T. L. Som ner, Tons 6247	at Daylight.
COLOMBO, and PORT	I KAWACHI MARU	OWED DAY All March
VICTORIA. B.C. and	CAPURIL Petersen, Tons 6227	at Daylight,
SHANGHAL MOJI KORE) Capt. A. E. Moses, Tons 7463)	materior Arroland
	*	
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND TOWNSVILLE	Capt. N. Mathieson, Tons, 5076	FRIDAY, 21st Febr.,
and BRISRANE	Cant K Homma War 2010	FRIDAY, 2)th March,
BOMBAY via SINGAPORE, PENANG MADRAS and	KAGESHIMA MARU	CITTATE A TE ACAI AND A
BOMBAY via SINGAPORE, PENANG, MADRAS and COLOMBO	Capt. T. Arakaws, Tons 4637	SUNDAY, 16th February
A A A A CARL BURE RING	Capt. K. Homma, Tons (817)	AV GIDIAN TO IAAL TO I
† Cargo only.		

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, lst and 2nd Class through Passengers have the option of travelling by Rail,

For Further information as to Freight, Passage. Stilings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

Hongkong, 11th February, 1908.

KUSUMOTO. MANAGER.

THOS. COOK & SON, ESTABLISHED 1841,

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, ETC. TICKETS ISSUED TO ALL PARTS OF THE WORLD.

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Full information on Application.

Head Office for the Far East;-16. DES VŒUX ROAD, HONGKONG.

14. WATER STREET YOKOHAMA.

VESSELS ON THE BERTH-"SHIRE" LINE OF STEAMERS LIMITED.

FOR LONDON, ANTWERP AND HAMBURG.

THE Steamship

"FLINTSHIRE." Will be despatched for the above Ports on THURSDAY, the 20th February For Freight and Further Particulars, apply to SHEWAN, TOMES & Co.,

Hongkong 23rd January, 1908. ANGLO-AMERICAN OIL CO, LD.

FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL.

(With liberty to call at the Malabar Coast). Min. Steamship

"KENNEBEC," Captain Beynon, will be despatched as above on or about SATURDAY, the 7th March, 1998. For Freight, &c., apply to STANDARD OIL CO. OF NEW YORK, Oriental Freight Department, (Hotel Mansions), Agents. Hongkong, 8th February, 1:08

TOYO KISEN" KAISHA. SOUTH AMERICAN LINE. -

Regular Steamship Service between Hongkong CALLAO AND IQUIQUE, VIA JAPAN PORTS (Karafsu, Kobe and Yokohama.) With Liberty to call at Honolula and

Steamers KASATO MARU" 6,100 Someti de in

March 19.8. Taking Freight and Passengers to othe Eastern and Western Coast Ports of South America in connection with Steamers of the Pacific S. N. Co.

K. MATSDA, Manager, York Puilding. Hongrong, 27th December, 1907.

NATAL LINE OF STEAMERS

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in South Africa, in connection with INDO CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight Far Freight and further particulars,

apply to DODWELL& CO., LIMITED General Agents for China and Japan Houghong, 4th August, 1898.

> STORAGE. FOR COAL, TIMBER, &c.

THO BE LET, a Portion of MARINE LOT FROM 1ST JANUARY, 1864 TO 31ST DECEMBER, No. 285 at NORTH POINT, Suitable

for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER. Also FOR SALE. Portious of MARINE LOTS Nos. 31 & 36 on PRAYA EAST. Approximate AREA 13,000 SQUARE FT. 999 YEARS' LEASE.

For Particulars, apply-GEO. FENWICK & Co., LTD. Hongkong, 8th June, 1906.

FOR EUROPE & AMERICA, INDIA, AUSTRALIA, &C., and for

PRIVATE RESIDENTS AT THE OUTPORTS. A Comprehensive and Complete Record NEWS OF THE FAR EAST

is given in the DRESS.

with which is incorporated THE CHINAL OVERLAND TRADE REPORT. subscription, paid in advance, \$12 per annum Postage \$2 to any part of the World

CHILDREN FAR CATHAY A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST. By CHAS. J. HALCOMBE (Formerly of the Imperial Chinese Customs

Flowery Land," etc.). THE VOLUME which consists of 461 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kweilin, is dedicated to Sir ROBERT HART, G.C.M.G. and Dr. A

Service, Author of "The Mystic

Its description of Chinese Social Custom and Superstitions, combined with the insight it gives into political conditions in China makes "CHILDREN OF FAR CATHAF" an excellent volume for presentation to friends at Home. Well bound in Yellow Cloth with Chinese

Emblem inGold. PRICE To be obtained from Messrs. KELLY & WALSH LID., Messrs. BERWER & Co., or from the Printers and Publishers, the "Honokono DAILY PRESS" Office.

Gutler, Palmer & Go.'s



SHIPPERS

BLEN

Gatler, Palmer & Go., London. AGENTS.

SIEMSSEN & CO... HONGKONG.

ON SALE.

THE FIFTY YEARS ANGLO-CHINESE CALENDAR 日歷英中年十五

1913, BEING FROM THE 1ST YEAR OF THE 76TH CYCLE TO THE 50TH YEAR OF THE 76TH CYCLE THAT IS THE 3RD YEAR OF TUNG CHI TO THE 39TH YEAR OF Kwong Sur · PRICE \$2 CASH.

On Sale at the "Hongrong Daily Press" OFFICE, or Agents in all the Ports of the Far East. The Book will be sent by Registered Post (free) to any part of the World unrepresented by Agents on receipt of Money Order.

ON SALE.

A TABLE OF THE RATES OF EXCHANGE AT .. HONGKONG For Demand Drafts on Lon n on the day of or preceding the departure of the English

Mails; also Table of the Yearly Approximate Averages for 88 Years FROM 1874 TO 1908. Price: \$2 Cash. On sale at the "DATEY PERSS" Office or Local Booksellers.

NOTICES TO CONSIGNEES

NORDDEUTSCHER LLOYD, BREMEN IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ SIGISMUND," having arrived, consigness of cargo are hereby informed that their Goods, with the exception of Opium Treasure and Valuables. are being landed and stored at their risk into hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon whence deliverymay be obtained.

No claims will be admitted after the Goods have left the Godowns and all goods remaining undelivered after the 11th inst., will be subject

All broken chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst., at 9.30 A.M. All claims must reach us before the 15th inst. or they will not be recognized. No Fire Jusurance will be effected.

Bills of Lading will be countersigned by the undersigned. NORDDEUTSCHER LLOYD. MELCHERS & CO..

Hongkong, 4th February, 1908.

NAVIGAZIONE GENERALE ITALIANA (Elorio and Rubattino United Companies)

NOTICE TO CONSIGNEES. FROM BOMBAY AND SINGAPORE.

THE Steamship

"LEVAN ZO." having arrived from the above Ports, Consigness of Cargo by her are here by informed that their Goods are being lauded at their risk, into the hazardons and/or extra hazardons Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the undersigned before Noon on the 16th inst. or they will not be recognised. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining.

undelivered after the 13th inst: will be subject to rent : All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th inst., at 9.30 A.M.

No Fire Insurance has been effected. CARLOWITZ & CO., Agents. Hongkong, 6th February, 1908.

"SHIRE." LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES. FROM MIDDLESBOROUGH, LONDON, CULUMBO AND STRAITS.

THE Steamship

"GLAMORGANSHIRE,"

Capt. Norris, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowlcon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees'

risk and expense. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst., will be subject

All broken, chafed, and damaged Goods are te be left in the Godowns, where they will be examined on THURSDAY, the 13th inst., at 10 A.M.

-No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents. Hongkong, 7th February, 1908.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DELTA," FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed. This vessel brings on Cargo:-

-From London, &c., ex s.s. "Moolian." From Australia ex s.s. " Mongolia." From Calcutta, ex s.s. "Ceylon." From Persian Gulf ex B. I. S. N. & B. & P. S. N. Co.'s Steamers:

Optional Goods will be landed here unless instructions are given to the contrary before Goods not cleared by the 12th inst., at

4 P.M., will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No left the Godowns.

E. A. HEWETT Superintendent, Hongkong, 6th February, 1903.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM HULL ANTWERP, LONDON AND STRAITS. HE Steamship

"GLENLOCHY."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed AT THEIR RISK into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ld., at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed. Goods not cleared by the 14th inst. will be

subject to rent. No Fire Insurance will be effected. All damaged packages must be left in the Godowns, where they will be examined on the

14th inst, at 11 A.M. No claims will be recognized if not presented within 14 days of the ship's arrival. McGREGOR BROS. & GOW. Hongkong, 8th February, 1908.

SHIPPING IN PORT.

STEAMERS. AMIGO, German str., 822, N. J. Baltzer, 18th January-Hoihow 16th January, General

- Jebsen & Co. Bluecross, British str., 1,959, W. J. Heselton 3rd February-Cardiff 6th December, Coal -Admiralty.

Borneo, German str., 1,344, F. Sembill, 7th February-Sandakan 2nd Feb., Timber-Melchers & Co. Bourson, French str., 297, Le Bail, 2nd Feb.

-Baigon 28th Jan., Rice-Chinese, CALCHAS, British str., 4,278, O. P. Williams, 9th February—Shanghai 6th Feb., General —Butterfield & Swife. CHANGSHA, British str., 2,269, G. W. Endy, 5

February - Sydney via Ports and Manila 2nd Feb., General - Butterfield & Swire. CHIPSHING, British str.; 1,199, F. Mooney, 29th January—Swatow 28th January, General—Jardine, Matheson & Co. DRUMGRITH, British str., 2,476, J. Tairweather. 4th Feb -- from Bristol Channel, Coal-

EMPRESS OF JAPAN, British str., 3,039, H. Pybus, R.N.R., 13th January-Vancouver, B.C. 24th Dec. via Jupan Ports and Shanghai 11th Jan., Mails and General-

Thorsen & Co. FRITHIOF, Norwegian str., 891, Olaf Andersen; 3rd February-Saigon 29th Jan., Rico-

HAIMUN, British str., 636, A. J. Robson, 9th February-Foothow Feb. 6th, Amoy 7th, & Swatow 8th, General-Douglas, Lapraik

HANGCHOW, British str., 999, Mawley, 6th Feb. -Shanghai 2nd Feb, General-Butter. field & Swire. HANGSANG, British str., 1,356, S. Wilde, 7th

- General - Jardine, Matheson & Co. HELLAS, German str., 1,553, J. Sach, 6th Feb. - Wakamatsu 31st January, Coal -

Butterfield & Swire. KEONG WAI, German str., 1,171, P. Köhler, 9th February-Bangkok 1st Feb., Timber and Rice-Norddentscher Lloyd.

Chinese. KOWLOON, German str., 1,427, H. Enigk, 4th February-Chinkiang 31st Jan., General-Hamburg-Amerika Linie.

KWANGSE, British str., 1,228, H. Scott, 4th Feb.-Chinkiang and Wulm 31st Jan. General - Butterfield & Swire. KWANGTAH, Chinese str., 1,536, Wm. H. Lunt,

KWEIYANG, British str., 1,044, M. Dowson, 29th January- Hoihow 28th Jan. General-Butterfield & Swire.

-Bombay and Singapore 30th January, General-Carlowitz & Co. Lydia, German str., 1,771, Meyer, 5th Feb.

-Bangkok 23rd Jan., Rice.-Butterfield MANCHURIA, American str., 8,750, J. W. Saunders, 5th Feb. San Francisco via Ports and Shanghai 3rd Feb., Mails and

MERAPI, Dutch str., 1,937, Uldall, 3rd Feb. Java and Singapore 27th January, General

NANCHANG, British str., 1,040, W. Miller. 5th February-Shanghai 2nd February Gauen Butterfield & Swire. NANSHAN, British str., 1,299, Allan Jones, 6th February - Saigon 1st February, Rice-Bradley & Co.

NEEITE, Dutch str., 1,453. Westers, 2nd Feb.-Paio Sambo 19th January, Kerosine Oil-

Wallem & Co. PERSIA, British str., 2,744, A. Dixon, 11th Jan. -San Francisco 7th Dec. & Portland, Or., 15th Dec., Flour-O. & O. S. S. Co.

Pongrond German str., 998, W. Böteführ 8th Feb - Bangkok 21th January, Rice and Meal-Butterfield & Swire.

Nippon Yu en Kaish .. PRONTO, Norweg au str., 838, T. Seeberg, 21th January-Saig in 19th Jan., Rice & Flour -Wallem & Co_

Butterfield & Swire. SHAOHSING, British str., 1,307. McInfosh, 6th. February- Shanghai 3rd Feb., General-Butterfield & Swire. SHIMOSA, British st., 2,699, H. S. Best, 3rd

Feb.—Shanghai 39th Jan., General— Dodwell & Co. --SHOSHU MARU, Japanese str., 999, M. Nemoto, 7th Feb.—Shanghai via Roo how

-Osaka Shosen Kaisha. TANDARD, Norwegian str., 894, H. N. Bull, 13th January—Cebu and Philipine Island 8th Jan., Ballast—Wallem & Co.

19th Jan.—Hongay 17th January, Coal.—
Jardine, Matheson & Co.
Taisang, British str., 1,544, D. Christie, 4th February-Hoilo 31st January, Sugar-

Jardine, Matheson & Co. TAIWAN, British str., 1,042. J. A. Martin, 6th General-Chinese.

6th February, Flour, Silver and General-Nippon Yusen Kaisha TEAN, British str., 1,834, Outerbridge, 7th

-Butterfield & Swire. Tingsang, British str., 1,400, E. M. Reynolds, 27th January-Wakamatsu 22nd Jan., Coal -Jardine, Matheson & Co.

'JILATJAP, Dutch str., 2,475, van Emmerick. 5th February-Moji 31st January, Coal-Java China Japan Lije.

TSINTAU, German str., 996, O. Koch, 23th Jan. - Bangkok Jan. 15th, and Holnow 25th, Rice and Meal—Butterfield & Swire.

Jan., General-Jardine, Matheson & Co. VORWAERTS, German str., 643, B. Ohlsen, 29th Jehsen & Co.

WAISHING, British str., 1,170, W. J. Richard, 5th February Weibaiwei 31st January

Canadian Pacific Railway Co. FRI, Norwegian etr., 860, C. Wagle, 8th Feb. -Labuan 1st February, Coal-Asgaard,

Aagaard, Thoresen & Co.

Feb. Shaughai and Swatow 6th Feb.

Siemssen & Co. KAIFONG, British str., 986, H. Mathias, 9th Feb. -Cebu and Iloilo 4th Feb., General-

KIANGFING, Chinese str., 1.222, H. Uddin, 6th February-Chinkiang 1st Feb., General-

31st January-Shanghai 28th Jan., General

LAERTES, Bridish-ster, 1-340, J. B. Jackson, 6th February-Sa gou lst February, Rice and General-Chinese. LEVANZO, Italian str., 2,281, Belsit, 6th Feb.

-Wuhn 30th Jan., Rica-Siemssen & Co. MACHEW: German str., 996, Zollner, 31st Jan.

General-Pacific Mail Steamship Co. 1 MAUSANG, British str., 1,644, R. Houghton' 29th January-Sandakan 23rd January, Timber and General-Jardine, Matheson

ORLAND, British str., 917, T. A. 130, ora Feb. Rajing (Borneo) 27th January, Timber. -

PHU-YEN, French str., 1,29), Bouisson, 6th Feb.—Saigon lat E.b., Rice and Paddy— Bradley & Co.

PROMETHEUS, Nor. str., 1,024, O. Corneliusen, 4 h February Bangkok 26th Jan., Rice-

RAJAH, German str., 1, 21, R. Petersen, 6th February-Bangkok 29th January, Rico-

Amoy and Swatow 6th February, General

Claims will be admitted after the Goods have Susang, British str., 1.769, W. D. Welsh,

February-Saigon 1st February, Rice and TANGO MARU, Japanese str. 7,463, A. E. Moses, 9th Feb.-Seattle 7th Jan. and Shanghai

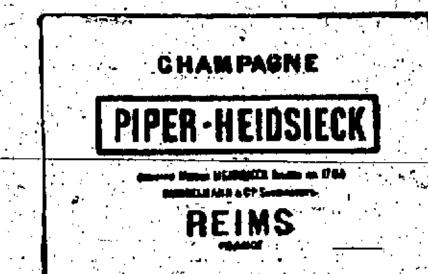
February-Manila 4th February, General

Tungshing, British str., 1,176, W. Stalker. 5th February-Wuhu and Chinkiang 31st January-Swatow 28th Jan., General-

General-Jardine, Matheson & Co.

FOR	T-044	MTAC
	PER	
watow, Amoy, Foodhow and Shanghai	Shoshu Maru Standard	
mgay	Suisang	Tuesday. 11th. 9.00 A M.
MANY	Haimun	Tuenday, 11th, 900 A.M.
atow and Shanghai	Y.boshi Maru Waishing	Tuesday, 11th, 11,00 A.M.
inking.	Kowloon	Tuestav, 11th 11.00 A.M.
pasore Penang and Colombo	Palawan	Tuesday, 11th, 11 0) A.M.
nils, Zamboanga, Port Darwin, I'hursday.		
Brisbane, Sydney, Hobart, Launceston,	C': angsha	Tuesday, 11th 11.00 AM.
low Zealand, Melbourne, Adelaide, Perth		
ad Fremantle	Machero	Tuesday, 11(h, 1.00 P.M.
OSP	Sur Tai	Tuesday, 11th, 1.15 P.M.
gapere	Calchar) mm
agtau and Chefoe	Kweiyana	Tuesday, 11th 3.0 P.
gpo and Shanghai	Hangsang	Tuesday, 11th, 3.60 r.
amerial.	Tungshing	and the state of t
inghai and Chinkiang	15	Tuesday 11th 3.00 P.M.
chakan anghai ahaw and Haiphong	Kiukiang	Tuesday, 11th, 3.00 F.M. Tuesday, 11th, 5.0 F.
how and Haiphong	Shimese	Wednesday, 12th, 10.00 A.M.
alla and Cobu	Difference	(Wednesday, 12th,
The second s The second s		Printed Matter and Sa -
ROPE, &o., INDIA VIA TUTICORIN		ples
(Late Letters 11.00 to 11.30 A.M. Extra		Registration, with
(Letters posted in all the Pillar Boxes	Prinz Heinrich	fem of 10 cents, u, to
in time for the first clearmance will be)		145 (.m.) Registration, Kowa
included in this contract mail.)		B.O 10.00 A.M.
		No late fee.
	Q.2 m_2	Wednesday, 12th, 1.15 P.M.
000	Sui Tai	Wednesday, 12th, 4.00 P.M.
100	Sui Tai	
		Thursday, 13th, Printed Matter and Saz-
		ples 2.00 P.M.
ANGHAL, NAGASARI, KOBR, YOKOHAHA,		Registration 2.30 P.Y.
VICTORIA and VANCOUVER (B.C.)		(Registration, with law fee of 10 cents, up t
(Supplementary mail on board up to the time fixed for departure of the mail	- mpres et Japan	2.45 P.M.)
Extra Postage 10 cents)		Registration, Kowloon
	er i Tabel Albert	B.O 2,00 P.M.
		Letters sees 3.00 P M.
eji, Kobe, Yokohame, Viotoria B.C. & Tacon	A Kumerio	. Thursday, 13th, 3.00 P.M.
ATIPAN . Labertage respectation of the section of t	Bhaoshing	THURSDAY, 1960, 0.00 a.m.
oihow and Haiphong	Hupeh	
ingapore, Penang and Beanbay	Levanse	Friday, 14th, 2.0 J.P.M.
Camila	. Loongeang	Friday, 14th, 3.00 P.M.
hanghai, Yekohama, Kobo and Moji	Kwangse	Friday, 14th, 3.00 P.M. Friday, 14th, 3.00 P.M.
and and the outliers and the second	Rubi	Saturiny, 15th, 10.00 A.M.
		Printed Matter, and Sam
	·	ples 10.00 A.M
MANGRAI, NAGABARI, KOBB, YOROHAMA,		Registration 10.00 A.M
HONOLULU and SAN FRANCISCO		(Registration, with late
(Supplementary mail on board up to the time fixed for departure of the mail.	Manchuria	10.45 A.M.)
Batra Postage 10 cents)		Registration, Kowloon
		B.O10,00 A. W. No late fee.
	•	Letters 11.00 A.3
	Sui Tai	Saturday, 15th, 1.15 P.M.
BOLO	A DAN TORE THE STREET	
ebu and Ileile mineral reserves and reserves	Kaifong	Saturday, 15th, 3.00 P.M.
ebu and Ileile	Kaifeng	Saturday, 15th, 3.00 P.M. Tuesday, 18th, Printed Matter and Sam
obu and Ileile	Kaifong	Saturday, 15th, 3.00 P.M. Tuesday, 18th, Printed Matter and Sam ples
obu and Ileile Unopu &c., India via Tuticorin	Kaifeng	Saturday, 15th, 3.00 P.M. Tuesday, 18th, Printed Matter and Sam ples
obn and Ileile Onors, &c., India via Tuticorin (Late Letters 11.00 a.m. to Noon, Extra Postage 10 cents.)	Kaifeng	Saturday, 15th, 3.00 P.M. Tuesday, 18th, Printed Matter and Sam ples
UEOPE, &c., India via Tuticorin	Cooquie:	Saturday, 15th, 3.00 P.M. Tuesday, 18th, Printed Matter and Sam ples
Unorm, &c., India via Tuticorin	Coognie i	Saturday, 15th, 3.00 P.M. Tuesday, 18th, Printed Matter and Sam ples
UEOPE, &c., India via Tuticorin	Coognie i	Saturday, 15th, 3.00 P.M. Tuesday, 18th, Printed Matter and Sam ples
Unorm, &c., India via Tuticoria	Cooque i	Saturday, 15th, 3.00 P.M. Tuesday, 18th, Printed Matter and Sam ples
Unorm, &c., India via Tuticorin. (Late Letters 11.40 a.m. to Noon, Extra Postage 10 cents.). (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	Coornie	Saturday, 15th, 3.00 P.M. Tuesday, 18th, Printed Matter and Sam ples
Unors, &c., India via Tuticorin. (Late Letters 11.00 a.m. to Noon, Extra Postage 10 cents.). (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	Coornie	Saturday, 15th, 3.00 P.M. Tuesday, 18th, Printed Matter and Sam ples
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Unors, &c., India via Tuticorin. (Late Letters 11.00 a.m. to Noon. Extra Postage 10 centa.). (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.). Langhai, Moji, Koba, Yokohama, Victoria and Seattle. Largapore, Penang and Colombo Largapore, Penang and Colombo Largapore, Robe and Yokohama	Taming Taming Tango Maru Bingo Maru Yawata Maru.	Saturday, 15th, 3.00 P.M. Tuesday, 18th, Printed Matter and Sam ples
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Unors, &c., India via Tuticorin. (Late Letters 11.40 a.m. to Noon, Extra Postage 10 cents.). (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) and Seattle ingapore, Penang and Colombo lagracki, Kobe and Yokohama ingapore, Penang and Calcutta fanila, Thursday Isd., Townsville, Brisbane, Sydney, Malbourne, Hobart, Launceston,	Taming. Taming. Taming. Tango Maru. Bingo Maru. Yawata Maru. Namsang Kumano Haru	Saturday, 15th, 3.00 P.M. Tuesday, 18th, Printed Matter and Sam ples
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Clate Letters 11.40 a.m. to Noon. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) Landa, Moji, Kobe, Yokohama, Victoria and Seattle. Langapore, Penang and Colombo Lagasaki, Köbe and Yokohama Lagasaki, Köbe and Yokohama Lagasaki, Köbe and Yokohama Lagasaki, Thursday Isd., Townsville, Brisbane, Sydney, Melbourne, Hobart, Launceston, New Zealand, Adelaide, Porth & Fremantle	Taming. Taming. Tango Maru. Bingo Maru. Yawata Maru. Namsung Kumano Haru	Saturday, 15th, 3.00 P.M. Tuesday, 18th, Printed Matter and Samples
prope, &c., India via Tuticoria. (Late Letters 11.40 a.m. to Noon. Entra Postage 10 centa.). (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.). Landa. Land	Taming. Taming. Tango Maru. Bingo Maru. Yawata Maru. Namsang Kumano Haru	Saturday, 15th, 3.00 P.M. Tuesday, 18th, Printed Matter and Samples
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FOR THE RACES



SOLE AGENTS FOR CHINA:

H. RUTTONJEE & SON.

WINE & SPIRIT MERCHANTS.

PASSENGERS

Per Kumeric, from Sealtle, Duke of Bac-

ARRIVED.

Per Palawan, from Shanghai, for Hongkong, Mr G. T. Symonds; for London, Mrs Malcolm. Mrs Groves & 2 children, aud Mr Wm. Fraser: from Yokohams, for London, Miss Hiron.

Per China, for San Francisco, &c., Mr., Mrs and (2) Misses Royster, Mr and Mrs I. Ross Thompson, Mr and Mrs C. Pardee, Mrs and Miss Gibbs, Mrs M. Sherwood, Capt. Scott, Capt. S. Brotherton, Major Macfarlane, Messrs. C. H. West, W. Hammel, Allanson, C. C. Beach, Henry Bernhardt, H. W. Robertson, M. Ganta, C. A. Graham, C. Stockhausen, L. Greewald,

L. T. Bryan, A. Onorato, and R. Bottiglien.

COMMERCIAL.

EXCHANGE CLOSING QUOTATIONS.

Februs	ry 10th.
я Lоидой.—	
Telegraphic Transfer	,; 1/1 0}}
Rank Rills on demand	. 1 2 2
Bank' Bills, at 30 days' sight	110_{14}
Bank Rills at 4 molths 19896	<u> </u>
Cradita at 4 months' sight.	
Documentary Bills 4 months' sigh	tl II 😘
N PARIS.	
Bank Bills, on demand	241.
Credits, at 4 months' sight	. 247
N GERMANT.	
on demand	. 196
W NEW YORK	
Bank Bills, on demand	461
Credits, at 60 days sight	4 8
-BANRIV -	
Telegraphic Transfer	144
Bauk, on demand	144
N CALCUTTA.	
Telegraphic Transfer	144
Bank, on demand	1444
ON SHANGHAL.	-
Bank, at sight	74
Private, 30 days sight	7 4 6
ом Yоконама.—On demand	939
ON MANILA.—On demand—Pesos	
ON SINGAPORE.—On demand	. 21. р с. рш.
ON BATAVIA On demand ON HAIPHONG On demand	1101
ON HAIPHONG,—Un demand	p.o.lbm
On SalconOn demand	04 p.c. pm.
ON BANGKOK.—On demand	10V3 ●10.90
SOVEREIGNS, Bank's Buying Rate	#10 30 #84 64
Gold LEAF, 100 fine, per tael	0.01

SUBSIDIARY COINS. 20 cents pieces \$7.40 discount. ingkong 20

8 BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON, acrity, despatch-boat, 700 tons, 10 guns 3000 h.p., Comdr.-E. La T.-Leatham, Singapore traes, 2nd class-cruiser 4360 tons, 10 guns,

7000 i.b.p., Captain C. L. Vaughan-Lee

Shanghai dford, British orniser, Capt. S. E. Erskine, R.N. Hongkong ramble, gunboat, 710 tons, 900 i.b.p. Lieut.-Comdr. G. W. Davidson, Shanghai ritomart, gunboat, 710 tons, 900 h.p., Lieut. Comdr. W. L. Bamber, Shanghai admas, British sloop, 1070 tons, Comdr. B. L. Majendie, Hongkong lio, British sloop, 1070 tons, Comdr. C. D

S. Raikes, Amoy ___ ame, torpedo-boat destroyer, 310 tons, 6 guns, 5700 hp., Lieut-Comdr. Gresson, lora, 2nd class cruiser, 4360 tons, 10 gune,

7000 i.h.p., Capt. Roland Nugent, Hong. andy, torpedo-boat destroyer 295 tons, 6 guns, 4000 h.p., Lieut. Comdr. W. H. Darwall. Mirs Bay art, torpedo-boat destroyer, 295 tons, 6 guns, 4, 00 h.p., Lieut.-Comdr. G. C. Dickens, Mirs Bay

anus, torpedo-boat destroyer, 320 tons, 6 guns, 3900 h.p., Lt. Comdr. C. A. Freemantle, Mirs Bay Cent, armoured, 9800, tons, 14 guns, 22000

h.p., Capt. G. C. A. Marescaux, Hongkong King Alfred, British cruiser, Flag ship of Admiral Sir Arthur W. Moore, Commander in Chief; 14100 tons, Capt. Cecil F. Thursby, Singapore Cinsha, river gunboat, 616 tons, Lieut.-Comdr.

——Sidney-H. Tennyson, Yangtare-Merlin, surveying ship, 1090, toos, 6 guns, 1400 i.h.p. Comdr. F. H. Walter, Hongkong. Monmouth, cruiser, 9800 tons, Capt. J. A. Tuke, en route Colombo to recommission Moorhen, river gunboat, 180 tons, 2 gans Lient. Comdr. A. Mellin, West River lightingale, river gunboat, 85 tons, 240 h.p. Lieut.-Comdr. R. S. Roy, R.N., Shanghai

Otter, torpedo boat destroyer, 385 tons, 6 guns, 6300 i.b.p., Lt. Comdr. Kiddle, Hongkong Robin, river gunboat, 85 tons, 2 guns, 240 h.p. Lieut .- Comdr. Walcott, Hongkong Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. H. R. Tickell, West

Snipe, river gun-boat, 85 tons, 2 guns, 240 h.p. Lieut-Comdr. Alan Dixon, Yangtsse laku, terpede boat destroyer. Bosn. Strath, Hongkong Camar, receiving ship, 4600 tons 6

Commodore Stokes, Hongkong Teal, river gunboat, 180 tons, 2 guns, Lieut. Comdr. H. R. Godfre , Yangtsse Phietle, gunbost, 710 tons 900 h.p., Lieut. Comdr. West, Shanghai

Virago, torpedo-boat destroyer, 395 tons, 6 guns, 6,300 i.h.p., Lieut-Comdr. Stevenson Waterwitch, surveying ship, 620 tons, 450 i.h.p. Comdr. R. W. Glennie, Hongkong

Whiting, torpedo-boat destroyer, 360 tons, 5 gunz, 5,900 h.b., Lieut.-Comdr. H. B. Cox, Mirs Bay Widgeon, gunboat 195, tons, 2 guns, 800 h.p. Lt-Comdr. John F. Knox Yangisze Woodcock, gunboat, 150 tons, 2 guns, 550 h.p.

Lieut-Comdr. H. R. V. Cottrell Dormer,

Yangtere



SHIPPERS

AGENTS LANE, CRAWFORD & CO. HONGKONG

PALMER & Co., London

JOINT STOCK SHARE.

Hongkong, February 10th. COMPANY. QUOTATIONS. PATO UP. Ps. 200 | Nominal.

Alhambra \$715, sales (**\$**125.) Hongtony & S'hai. Ln. £79. Ln. £78. National B. of China 12s. 6d. \$74, buyers Bell's Asbestos E. A... China-Borneo Co..... China Light & P. Co... China Provident - \$10 | 184, buyers Cotton Mills-Hongkong International ils. 70 |Tis. 55. Laou Kung Mow ... Tls. 100 1113, 72. Soyches Tls. 500 | 11s. 270. Dairy Farm Dooks and Wharves-🛾 👯 55, so lors B. & K. Wharf & G. \$53, sellera H. & W. Dook \$60 | 193, seliera New Amoy Dock ... \$62 | \$10, sellers. Shanghai Dock...... Tls. 100 | Tls. 80, buyers S'hai & H. Wharf... Tls. 100 | Tls. 215. Fenwick & Co., Geo. **525 \$14**. \$10 | \$11 |, sellers Green Island Coment. Hongkong & C. Gae ... \$175, buyers Hongkong Electric ... \$10 | \$141, eales Hongkong Hotel Co \$50 | \$104, buyers Hongkong Ica Co **\$24**0.1 H.E. Milling Co , Ld. \$100 | \$150, buyers Hongkong Hope Co... \$.4.

DEUTADOM -\$2421, sollers Canton \$20 | \$98, sellers China Fire..... China Traders -**3**25 | **3**91 buyers Hongkong Fire \$50 | \$885. 25 | The. 87, sellers North China \$100 | \$550, buyers Union \$1474 \$60 \$185. Yangtere and and Building-HongkongLandInv. \$101 \$101. \$10 | \$10, buyers Humphrey's Estate

Kowloon Land & B **\$**83, sellers Tla. 50 | Tla. 107. Shanghai Land..... WestPoint Building \$50 | \$48. Mining -Fcs. 250 1 \$50), buyers Charbonnages 14/10 | \$71, sellers .Kaubs

\$10 | \$13.

Peak Tramways **\$**1 | **\$2**. \$10 | 16 Philippine Co. Refineries-China Sugar \$100 \$109, buyers \$100 | \$14, buyers Luson Sugar Steamship Companies 125 \$15 sollers China and Manila ... Douglas Steamship. **\$40**.: H., Canton & M..... Indo-China S.N. Co. \$264, sellers 46/6 boyers Shell Transport Co. \$10 | \$24. Star Forry \$5 \$124. Do. New.... \$25 \$20. South China M. Post... Steam Laundry Co... \$5 | \$6, gellers Stores & Dispensaries \$10 | \$1/7, buyers Campbell, M. & Co. \$10 | \$5, buyers Powell & Co., Wm., \$10 | \$24, am'es Watkins..... \$10. \$10.40, sellers Watson & Co., A. S \$100 | \$130, buyers Weisemann, Ld. .

OPIUM.

United Asbestos ...

Do. Founders....

Union Waterboat Co.

\$10, buyers

\$10 | \$150, buyers

\$10 | \$10|, sellers.

VERNON & SMYTH.

Quotations are:	February 10th.
Malwa Now	\$950 per picul.
Maiwa Old	\$1(00
Malwa Older	\$ 1040 ,,
Malwa V. Old	\$1070
Persian fine quality	\$8 00. "
Persian extra fine	\$860 "
Pates New	the ber ones.
Patna Old Ben res New	# ^^^
Benares Old	

HONGKONG TIDE TABLE.

From February 11th to 17th, 1908.

Hier Warns. Low Wares.						
Day of . Weeks.	Day of Month.	Heat Meat	gkorg i Time,	Height	Hongkong Mean Time.	Height.
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lon.	17	m	10 4	4	M 4.4	0 8

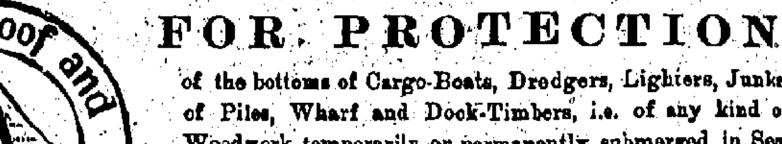
HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, January 10th On Date Previous Day! On-Dutte a. til erita. Barometer l'emperature ... Humidity Wind Direction Force Weather Rain

Highest open air Temperature or 9th 62 Lowest open air Temperature on 9th 59

STEAMERS PASSED THE CANAL. January 1st-Teenkai, Bluecross, Hohenfels. Dr. C. P. Felves 4th - Dramgeith. 8th - Agamemnon. Senegambia, Yunnan. 11th - Atholi. 15th-Benlawers, Longsor, Cathay. 22nd-Manila, Monmouthshire, Satsuma, Patroclus, Antilochus. 25th-Benmohr, Palma, Sambia. Pakling, Pathon, Tonkin, Segovia, Tamba Maru. 29th - Hohenstaufen, Benavon, Myrmidon, Nyanza, Bilvia. Feb. 1st. Ajaz, Machaon, Lowther Castle, Sikh, Andree Rickmers. 5th-Berneo, Diomed, Glenturret, Peleus, Persia. Bendoran. 8th-Idomeneus, Polynesien, Scandia, P. E. Friedrich, Inaba Maru, Wakasa Maru, Belgravia.

ARRIVAL AT HOME. Feb. 7th-Indrasamha.



of the bottoms of Cargo-Boats, Dredgers, Lighters, Junks of Piles, Wharf and Dock-Timbers, i.e. of any kind of Woodwork temporarily or permanently submerged in Sea Water; as well as for Protection of all exposed Woodwork USE ONLY

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WOOD ARMOR PAINT

a reerless Wood Freservative and insoluble Psint, gives in Sea-Water Ansolute PRUBETION sgainst the "Teredo" and all other Marine-lore-Worms; will make Expessed Word proof against the ATTACKS of the WHITE ANT, etc. It can be applied by ordinary unskilled labour.

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Mrs, A. Dalles-Ennis

Lt.-Comdr. Freemantle.

1547 VESSELS EXPROTED.

THE INDIAN MAIL. The Indo-China str. Kutsang from Calcutta and the Straits left Singapore for this port on Mr. and Mrs. Norman 5th inst., and may be expected here to-day. The Indo China str. Laisang left Calcutta Miss Carter-Campbell for this port via the Straits on 3rd inst., and may be expected here on or about 19th inst.

The I.G.M. str. Goeben carrying the German Mails with dates from Berlin of the 14th alt. left Singapore on Friday, the 7th inst. at 6 p.m. and may be expected here to-morrow a.m. The I.G.M. str. Prinz Ludwig left Genos on the 5th inst. at 8a.m., and may be expected here

on or about the 4th prox. THE AMBRICAN MAIL. The T.K.K. str. Nippon Maru sailed from Yokohama on the 3rd inst., and is due to arrive

here-to-morrow. THE CANADIAN MAIL, The C.P.H. str. Empress of China left Vancouver s.m. on Saturday, the 25th ult. for Hongkong via the usual ports of call.

MERCHANT STEAMERS. The Austrian Lloyd's str. Vorwaeris left Singapore for this port on the 5th inst., and is due here to-day. The C. N. Co.'s str. Tsinan left Sydney on 21st ult., and is due here on 14th inst.

The N.Y.K. str. Yawata Maru (Australian Line) left Thursday Island for this port via Manile on the 7th inst., and is expected here on the 17th itst.

VISITORS AT HOTELS. Honekone Horel. Count Hoch berg & vale Mr. A. Aftalion Mr. E. Howard Mr. E. H. Hunter Miss Barid. Mr. H. G. Battiscombe Capt. R. Innes Mr. W. Johnston Mrs Beadles Mr. and Mrs. P. N. H. Mr. R. B. Beattie Jones. Mr. E. C. Behrens Mr. R. M. Joseph Mr. A. Berblinger Mr. & Mrs. E. S. Jeseph Mr. J. Pernhard Mr. W. Leighton Mr. & Mrs. S. Bianey Mr. A. U. Little Miss Bisney Mr. & Mrs. W. Logan Dr G. D. R. Black Mr. A. B. Blunn Mr.& Mrs.F. Lowenadier Misses (2) Lowenadler. Mr. E. Bornand Mr. J. N. MacKin Mr. T. Hrayfield Mrs. R. T. Matheron & Mr. F. G. Brighton Mr. G. L. Brighton

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Mr. George Curry

Mr. T. H. Darton

Mr. W. Einetmann

Mr. H. Elkington

Miss K. E. Elliot

Mr. J. A. B. Ezra

and maid

Mr. H. G. Fisher

Mr. C. B. Franklin

Mr. & Mrs. Frit.ch.

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Mr. J. Gray Scott Mrs. Freemantle MEN.OF-WAR ON THE CHINA AND JAPAN STATION.

Mr. L C. Rees

Mrs. G. Sachse

Miss C. Ried

MARCHAN AUSTRIAN. Kajser Franz Josef I, Austrian cruiser, 4,300. Linienschiffskapitaen Wilhelm Pacher Northern Waters

Allouette, river gunboat, Lieut. Millet. Cochin-Argus, gunboat, 123 tons,—guns, 500 h.p., Lieut, Jeannel, Canton

Caronade, gunboat, Lieut. Kerchael, Saigon Décidée, gunboat 645 tons, 10 guns, 1,000 h.p., Lieut. Comdr. L'Eost, Haiphong D'Entrecasteaux, French oruiser, 8,000, Capt. Tracon, Shanghai

Esturgeon, submarine, Saigon..... Henri-Riviere, ganboat, Lieut, Portier, Jacquin, river gunboat, Lieut. Le Corolle Annam-Tonkin, reserve

Javeline, destroyer, 330 tons, 7 guns, 300 h.p. Lieut, Sagos-Duvauroux, Saigon Kersaint, gunboat, 1250 tons, 6 guns, 2200 h.p., Comdr. Simon, Saigon Lynx, submarine, Lieut. Armbruster, Saigon

Montoalm, cruiser (Flagship of Vice-Admiral Perrin, Commander in Chief), 9700 tons 12 guns, 19,600 h.p., Capt. Martel Mousquet destroyer, Lieut. Duchemin, Baie d'Along

Olry, gunboat, Lieut Grellier, Yangtse Peibo, gunboat, Lient. Marchand, Tongku Perle, submarine, Saigon. Pistolet, destroyer, Lieut. de Reinach Werth, Baie d'Along Protes, submarine, Lieut, Glorisux, Saigon

Rapier, destroyer, 330 tons, Lieut. Vincent de Brichignaco, Saigon Redoutable, battleship, (in reserve) 9347 tons, 8 guns, 6071 h.p., Rear Admiral Richard

Foy, Saigon Sabre, destroyer, 330 tons, Lieut. Malliez, Styx, armoured gunboat, 1796 tons, 10 guns, 1700 h.p. Dac, Saigon Surprise, gunbost, 629 tons, 2 guns, 900 h.p.

Lieut. Roque, Haiphong Takiang, gunboat, Yangteze. Takou, destroyer, Com. Terquem. Saigon. Vauban, torpedo-depot (reserve), 6150 tons, 28

guns, 4560, h.p., Hongay. Vigilant, gunboat, 123 tons, 7 guns, 500 h.p., Lieut. Brugnon, Canton GERNAN.

Arcons, cruiser, 2719 tons, Captain von Hippel, Furst Bismarck, (flagship), 11000 tons, 36 guns, 14000 b.p., Kontre-Admiral Coerper, Iltis, gunbost, 1000 tons, 10 guns, 1300 h.p., Jaguar, gunboat, 900 tons, 10 guns, 1300 h.p., Captain Graf von Posadowsky-Webner

Luche, ganbost 850 tone, 10 gans, 1344 h.p. Captain Bölken. Niobe, cruiser, Captain Langemak Tiger, gunboat, 900 tons, 10 guns, 1300 h.p., Captain v. Kors Tsingtan, ganboat, 170 tons, 5 gans, 1300 h.p., Captain Ross

Leipzig, cruiser, Captain Engel

Vaterland, gamboat —tons, 3 guns, 500 h.p., Captain Toussaint Vorwaerts, gunboat, First Lieut, Riechers Vesuvio, craiser, 2145 tens, Baron de Saint

Pierre, Hongkong Rio Lima, cruiser, 720, tone, 7 guns, Macao. UNITED STATES.

Barry, destroyer, 420 tons, Ens. David Lyons. Callao, gunboat, 243 tons, Lt. Guy Whitlock. Chauncey, destroyer, 429 toos, Lt. Frank McCrary, Cavite Chattanooga, cruiser, 3200 tons, Commander

R. C. Smith, Cavite Cleveland, cruiser 3200 tons, Commander J. T. Newton, Cavite Colorado, armoured cruiser, 13,680 tons, Captain S. H. Staunton, Croising Concord, gunboat, 1710 tons, Commander J.

H. Sears, Shanghai Dale, destroyer, 420 tons, Ens. G. V. Stewart, Decatur, destroyer, 420 tons, Ens. C. W. Nimits. Cavite

Denver, cruiser, 3200 tons, Commander W. B. Capedion, Cavite Galveston, cruiser, 3200 tons, Commander & B. W. Hodges. Cavite Helena gunboat, 1392 tons, Commander R. M. Hughes, Yangteze Maryland, armoured cruiser, 13,680 tons, Capt. C. Thomas, Cruising Mohican, (station ship), Lieut. Commander M.

Monadnock, monitor, 4000 tone, Lt. Commander Miller, Olongapo Monterey, monitor, 4000 tons, Lt. D. W. Todd; Olongapo

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